

# GREENHOUSE GAS EMISSIONS INVENTORY REPORT

Fiscal Year 2025  
Gentera, S.A.B. de C. V.



# Content

<b>Chapter 1. Introduction</b>	<b>5</b>	<b>Chapter 5. Conclusions</b>	<b>44</b>
Companies and Business Activities.....	5	Opportunities for improvement .....	46
Environmental commitment.....	5	References .....	48
<b>Chapter 2. Description of the GHG emissions report</b>	<b>8</b>	<b>Capítulo 6. Anexos</b>	<b>49</b>
Objective and scope.....	8	Annex 1. Formulas from the 2006 IPCC Guidelines for Greenhouse Gas Inventories –	
Organizational boundary.....	9	Volume 2: Energy .....	49
Operational boundary.....	9	Annex 2. Comparison of consumption and emissions for the years 2021 to 2025.....	51
<b>Chapter 3. Methodology</b>	<b>10</b>	Annex 3. Emissions by business unit.....	52
Reported greenhouse gas emissions.....	10		
Emission factors, net calorific values, and global warming potentials.....	10		
<b>Chapter 4. Results</b>	<b>25</b>		
Total emissions.....	25		
Breakdown of results under the location-based approach.....	27		
Scope 1 emissions.....	28		
Scope 2 emissions.....	30		
Scope 3 emissions.....	31		
Intensity metrics.....	40		
Financial impact of GHG emissions.....	42		
Social cost of carbon.....	42		







Chapter 1

# Introduction

Gentera is a business group with operations in Mexico and Peru, and more than three decades of experience. Its commitment is to promote financial inclusion and create opportunities for millions of people by offering products and services designed to meet their needs through close, warm, and human-centered service.

Within the group, two companies specialize in financial services: Compartamos Banco Mexico and Compartamos Banco Peru. In addition, Gentera has three companies focused on complementary solutions: ConCrédito, dedicated to digital lending; Yastás, which manages a network of banking correspondents; and Aterna, which operates microinsurance products. Fundación Compartamos is also part of Gentera, strengthening and inspiring its social mission, as well as Compartamos Servicios, which provides technical support transversally to all companies within the group.

## Environmental Commitment

Environmental management is a strategic pillar of Gentera’s sustainability approach, as it directly contributes to operational continuity, process efficiency, and value creation for its stakeholders.



Financial institution with 35 years of experience that offers group and individual loans, savings, insurance, and payment channels to microentrepreneurs in Mexico.



Financial institution that offers credits, savings, insurance, and payment channels for entrepreneurs in Peru.



Financial institution with more than 18 years of experience that offers credit through digital platforms, transforming the lives of thousands of people, mainly in northern Mexico. In Peru, it operates through CrediTienda.



Banking correspondent administrator in Mexico that for more than 14 years has provided people with access to financial transactions, bill payments, and mobile airtime top ups in areas where banking infrastructure is limited or nonexistent.



Insurance agent specialized in addressing the needs of the popular segment in Mexico and Peru. It designs and operates prevention services that help people face unforeseen events, especially those who are most vulnerable.



inspires and promotes the social missions of Gentera and its companies through initiatives that contribute to financial inclusion and education, fostering comprehensive development and promoting a culture of volunteerism and donations as expressions of commitment and empathy toward social challenges.

Although the organization's business model does not involve intensive use of natural resources, Gentera recognizes that its operations generate environmental impacts. Accordingly, the company has continued to implement monitoring, control, and analysis systems that enable it to identify improvement opportunities, strengthen decision-making processes, and mitigate impacts associated with its activities.

During 2025, Gentera continued advancing its Environmental Roadmap, a strategic tool that guides decision-making and establishes a short-term action plan to optimize the use of water, energy, and refrigerants, as well as waste management. This roadmap is complemented by an Environmental Indicators Matrix, which consolidates detailed information on resource consumption. Both tools are for internal use and apply to all group companies operating in Mexico and Peru.

Gentera's corporate headquarters in Mexico holds an international LEED ID+C Silver certification, which evidences the adoption of interior design and construction practices aligned with global standards for environmental performance and efficiency.

Additionally, as part of its environmental strategy, the organization promotes initiatives<sup>1</sup> aimed at improving resource-use efficiency and strengthening ecosystem resilience through restoration projects, thereby contributing to the well-being of the communities in which it operates.

<sup>1</sup> If you would like to learn more about these initiatives, please see Gentera's 2025 Annual and Sustainability Report, in the Environment section.





## Chapter 2

# Description of the GHG emissions report

## OBJECTIVE AND SCOPE

The purpose of this report is to present the results of the quantification of GHG emissions associated with the activities of Gentera, S.A.B. de C.V. and its companies (hereinafter referred to as “Gentera” or “the group”) for Fiscal Year 2025, covering the period from January 1st to December 31, 2025. The methodology applied in this report is described in detail in Chapter 3.

This report covers Gentera’s operations in Mexico and Peru, including the organizational and operational boundaries for the legal entities under Gentera’s control. It includes emission sources related to the consumption of fuels, refrigerants, and electricity, as well as indirect emissions associated with the supply chain and activities out-

side Gentera’s operational control. All emissions were quantified as greenhouse gases, specifically carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), and were subsequently converted to carbon dioxide equivalents (CO<sub>2</sub>e) using the Global Warming Potentials (GWP)<sup>2</sup> defined by the Intergovernmental Panel on Climate Change in its Sixth Assessment Report (AR<sub>6</sub>).

Emissions were classified as direct emissions under Scope 1 and indirect emissions under Scope 2 and Scope 3, with the categories included in each scope described below:

<sup>2</sup> Global warming potentials (GWP) are factors that indicate how much a greenhouse gas contributes to warming the planet over a specific period—in this case, 100 years—relative to carbon dioxide (CO<sub>2</sub>). Under this reference, CO<sub>2</sub> always has a GWP of 1.

### Scope 1. Direct GHG emissions

- Generated from processes and activities involving the consumption of fuel from stationary or mobile sources owned or controlled by the group.
- Generated from the use of refrigerants.

### Scope 2. Indirect GHG Emissions Associated with Electricity

- Generated during the production of electricity purchased by the group.

### Scope 3. Other Indirect Greenhouse Gas Emissions

- Category 1: Emissions from the purchase of goods and services.
- Category 2: Emissions from the purchase of capital goods and assets.
- Category 3: Emissions associated with the production of fuels used in Scope 1 and Scope 2.
- Category 5: Emissions resulting from the disposal of solid and liquid waste.
- Category 6: Emissions generated by business travel, including transportation and accommodation.
- Category 7: Emissions derived from employee commuting and activities.
- Category 8: Emissions from the upstream leasing of assets owned by other organizations.

### Organizational boundary

The monitoring of Gentera's GHG emissions is carried out using the operational control approach, considering all business units in the two countries where the group operates. Under this approach, GHG emissions from the Group's operations and activities are accounted for in this report.

This approach was selected because Gentera has full authority to introduce and implement operational policies related to emission sources at each of its operating locations, as defined in Chapter 1. Accordingly, a clear and consistent organizational boundary was established for the monitoring and reporting of GHG emissions.

### Operational boundary

A comprehensive identification of emission sources associated with the operations and activities required for the development of the group's products and services was conducted.

Based on the information collected, it was possible to identify the relevant emissions and establish appropriate operational boundaries in line with the scopes defined in the GHG Protocol..

## Chapter 3

# Methodology

For the quantification of GHG emissions, the methodology established by the GHG Protocol was applied, together with the methodological considerations set forth in Mexico’s General Law on Climate Change and its corresponding regulatory provisions, as well as the ISO 14064-1:2018 standard. In addition, Peru’s Carbon Footprint Technical Guide was taken into consideration.

### REPORTED GREENHOUSE GAS EMISSIONS

The greenhouse gases considered in this report, in accordance with the guidelines described in Chapter 2, are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). These gases are reported in metric tons of carbon dioxide equivalent (tCO<sub>2</sub>e) using the GWP presented in Table 1, in order to allow their evaluation against a common denominator. In addition, the GWP corresponding to the three types of refrigerants used by Genera in its stationary sources were also considered.

TABLE 1. GLOBAL WARMING POTENTIALS (GWP)

GHG <sup>3</sup>	CHEMICAL FORMULA	GWP
Carbon dioxide	CO <sub>2</sub>	1
Methane	CH <sub>4</sub>	29.8
Nitrous oxide	N <sub>2</sub> O	273
R-22	CHClF <sub>2</sub>	1,960
R-410a	50% CH <sub>2</sub> F <sub>2</sub> 50% CHF <sub>2</sub> Cf <sub>3</sub>	2,255
R-32	CH <sub>2</sub> F <sub>2</sub>	771

### EMISSION FACTORS, NET CALORIFIC VALUES, AND GLOBAL WARMING POTENTIALS

#### Scope 1.

Scope 1 emissions correspond to those generated by sources that are owned by the organization or are under their direct control. These emissions may be classified as originating from stationary or mobile sources. In the case of Genera, stationary sources include diesel combustion in emergency generators, as well as emissions resulting from leaks associated with the use and recharging of refrigerant gases carried out by infrastructure personnel. Mobile sources, on the other hand, include emissions generated by fuel consumption in vehicles operated or managed by the organization.

<sup>3</sup> Intergovernmental Panel on Climate Change (IPCC), “Climate Change 2021: IPCC Sixth Assessment Report (AR6)”.

Although the use of refrigerants in air conditioning equipment is classified as a stationary source, the emissions associated with these systems are considered fugitive emissions. This is because such gases are released in an uncontrolled manner, either during recharging activities or as a result of leaks that occur throughout the year.

To determine GHG emissions, the emission factors suggested by Mexico’s National Emissions Registry (RENE, by its acronym in Spanish) were used. For the calculation of direct Scope 1 emissions, the use of diesel and gasoline in stationary and mobile sources, respectively, was considered, applying the emission factors presented in Table 4. Conversion to tCO<sub>2</sub>e was carried out by multiplying the resulting value by the GWP of each gas.

TABLE 2. SCOPE 1 FUEL CONSUMPTION

Activity data – Scope 1					
Fuel	Stationary source		Mobile source		Total
	Mexico	Peru	Mexico	Peru	
Gasoline (liters)	-	-	189,081.19	18,440.40	207,521.59
Diesel (liters)	577.99	-	-	-	

Table 3 shows the refrigerants that were recharged and purchased during the period covered by this report.

TABLE 3. SCOPE 1 REFRIGERANT CONSUMPTION

Activity data – Scope 1	
Refrigerant	Quantity recharged (kg)
R-22	41.00
R-32	13.00
R-410a	826.58

To determine GHG emissions, the emission factors suggested by Mexico’s National Emissions Registry (RENE, by its acronym in Spanish) were used. For the calculation of direct Scope 1 emissions, the use of diesel and gasoline in stationary and mobile sources, respectively, was considered, applying the emission factors presented in Table 4<sup>4</sup>. Conversion to tCO<sub>2</sub>e was carried out by multiplying the resulting value by the GWP of each gas.

TABLE 4. EMISSION FACTORS FOR MOBILE AND STATIONARY SOURCES

Source <sup>4</sup>	Fuel	Emission factors		
		CO <sub>2</sub> (ton/MJ)	CH <sub>4</sub> (kg/MJ)	N <sub>2</sub> O (kg/MJ)
Stationary	Diesel	7.41 X 10 <sup>-5</sup>	3.00 X 10 <sup>-6</sup>	6.00 X 10 <sup>-7</sup>
Mobile	Gasoline	6.93 X 10 <sup>-5</sup>	2.50 X 10 <sup>-5</sup>	8 X 10 <sup>-6</sup>

<sup>4</sup> DOF. 03/09/2015. AGREEMENT establishing the technical particularities and formulas for the application of methodologies for the calculation of greenhouse gas or compound emissions.

Finally, the net calorific values corresponding to the fuels used are presented in Table 5. These values correspond to 2024 and represent the most recent data available at the time the emissions quantification was carried out.

TABLE 5. NET CALORIFIC VALUES

Fuel <sup>5</sup>	Net calorific value 2024 (MJ/bl)
Gasoline	5,613
Diesel	6,065

Scope 2 emissions are those generated from the electricity purchased and consumed by the group. These emissions occur at the facility where the electricity is generated; however, it is the group’s demand that drives their generation.

The electricity consumed by Gentera is supplied by different electricity providers, depending on the country. The information used to determine the megawatt hours (MWh) consumed during the reporting year was obtained from each facility under Gentera’s control. The collected information is presented in Table 6<sup>6</sup>.

TABLE 6. ELECTRICITY CONSUMPTION DURING FISCAL YEAR 2025

Activity data – Scope 2		
Supplier	Consumption Mexico (MWb)	Consumption Peru (MWb)
Federal Electricity Commission	10,910.65	-
Multiple distributors	-	3,174.34
<b>Total</b>	<b>14,084.99</b>	

For the calculation of indirect Scope 2 emissions resulting from electricity use, different references were applied. For Mexico, the emission factor (FESEN, by its acronym in Spanish) published by the Ministry of Environment and Natural Resources (SEMARNAT, by its acronym in Spanish) corresponding to the National Electric System for 2024 was used, with a value of 0.444 tCO<sub>2</sub>e per MWh. For Peru, the average emission factor published by the International Energy Agency (IEA) for the country in 2024 was applied. However, as this factor is derived from a licensed tool, it cannot be disclosed, and therefore only the total emissions are reported in this document.

<sup>5</sup> SEMARNAT. 2025. List of fuels and their 2025 calorific values that will be considered to identify users with a pattern of high consumption, as well as the factors to determine equivalences in terms of barrels of oil equivalent.

<sup>6</sup> SEMARNAT. 2024. FESEN from the National Electric System. By the time of elaboration of the emissions inventory, the emission factor for 2025 was not yet published.

**Scope 3**

Scope 3 emissions include those that are not under the direct operational control of Gentera but are generated because of activities necessary to deliver its services. For this scope, the following emission sources were identified.

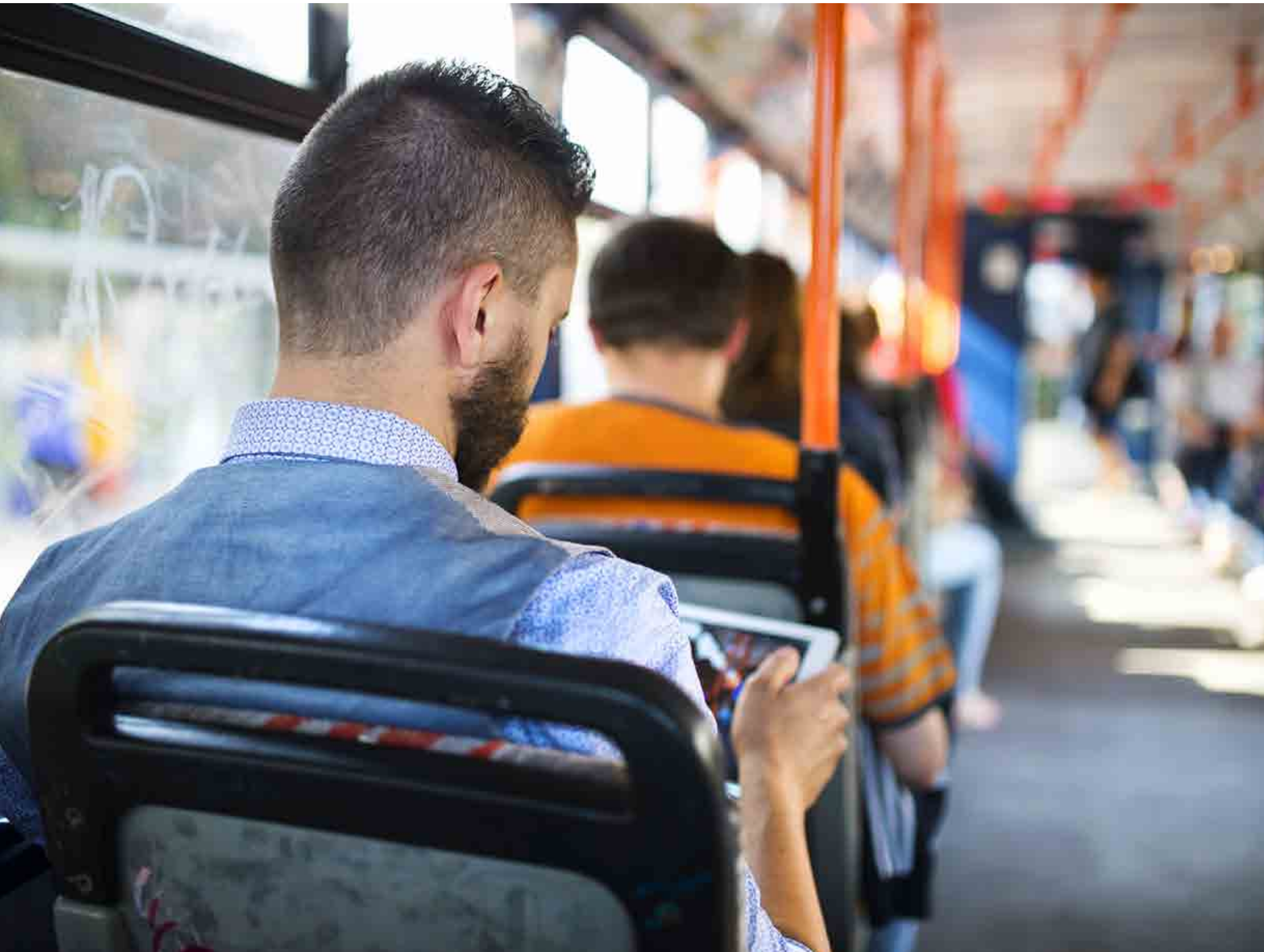


TABLE 7. SCOPE 3 ACTIVITY DATA

Activity data – Scope 3	
Activity	Data
Category 1: Emissions from the purchase of goods and services	See Table 8
Category 2: Emissions from the purchase of capital goods and assets	See Table 8
Category 3: Emissions associated with the production of fuels used in Scope 1 and Scope 2	See Table 10
Category 5: Emissions from the disposal of solid and liquid waste	See Table 11
Category 6: Emissions generated by business travel, air travel	See Table 12
Category 6: Emissions generated by business travel, employee accommodation	See Table 14
Category 6: Emissions generated by business travel, transportation platforms	See Table 16
Category 7: Emissions derived from employee commuting and activities, commuting to the workplace	See Table 17
Category 7: Emissions derived from employee commuting and activities, company car benefit	See Table 19
Category 7: Emissions derived from employee commuting and activities, fuel benefit	See Table 20
Category 7: Emissions derived from employee commuting and activities, remote work	See Table 21
Category 8: Emissions from the leasing of assets owned by other organizations, data centers	See Table 22
Category 8: Emissions from the leasing of assets owned by other organizations, mobile emergency generators	See Table 23 See Table 24

**Scope 3, Categories 1 and 2**

<b>Emission sources considered</b>	<b>1. Category 1:</b> Purchase of goods and services • Maintenance of vehicles used as work tools
	<b>2. Category 2:</b> Purchase of capital goods • Purchase of vehicles used as work tools

For Category 1, the expenses incurred to carry out Gentera’s operations and activities were considered. At present, only information related to expenses associated with preventive maintenance of vehicles can be collected.

The purchase and leasing of vehicles used as work tools by Gentera personnel were classified under Category 2, based on the consideration that they are acquired with group capital and are treated as durable assets. Table 8 presents the amounts considered for their conversion into GHG emissions. The values were converted from local currency, Mexican pesos or Peruvian soles, into United States dollars<sup>7</sup>.

TABLE 8. AMOUNTS SPENT IN CATEGORIES 1 AND 2

<b>Activity data – Scope 3. Category 1: Emissions from the purchase of goods and services; and Category 2: Emissions from the purchase of capital goods and assets</b>			
<b>Category</b>	<b>Concept</b>	<b>Amount Mexico (USD)</b>	<b>Amount Peru (USD)</b>
Category 1	Preventive maintenance	2,225,970.29	56,231.86
Category 2	Purchase of vehicles	3,260,338.15	216,323.01

<sup>\*</sup>In 2025, only data related to preventive maintenance and the purchase and leasing of vehicles were available.

To estimate the emissions generated from the purchase of these goods and services, emission factors provided by the United States Environmental Protection Agency (EPA) for the value chain, version 1.3, were used<sup>8</sup>. These factors are based on the codes of the North American Industry Classification System (NAICS) presented in Table 9.

According to Gentera’s internal records and data collection forms, any expenditure associated with vehicles classified as ‘work tool’ is allocated to Category 1 or 2, depending on whether it relates to vehicle maintenance or acquisition.

TABLE 9. EMISSION FACTORS CONSIDERED IN CATEGORY 1 AND CATEGORY 2

<b>NAICS</b>	<b>Associated classification</b>	<b>Emission factor (kg CO<sub>2</sub>e / USD)</b>
811111	Preventive maintenance	0.103
336111	Vehicle	0.240
532111	Vehicle leasing	0.110

<sup>7</sup> The exchange rate used was 0.0485 MXN and 0.26 Soles, per USD.

<sup>8</sup> Environmental Protection Agency. Supply Chain Greenhouse Gas Emission Factors v1.3 by NAICS-6.

**Scope 3, Category 3**

<b>Emission sources considered</b>	<b>1. Emissions</b> from the use of fuels and electricity in Scope 1 and 2
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For Category 3, emissions associated with the production of the energy sources used by Gentera in its activities were considered, specifically gasoline, diesel, and electricity. The activity data was obtained from the consumption figures considered for Scope 1 and 2, consolidated in Table 10.

TABLA 10. ACTIVITY DATA CONSIDERED FOR CATEGORY 3 EMISSIONS

<b>Activity data for Scope 3. Category 3: Emissions associated with the production of fuels used in Scope 1 and Scope 2</b>			
<b>Fuel</b>	<b>Consumption Mexico</b>	<b>Consumption Peru</b>	<b>Consumption Total</b>
Gasoline consumption (L)	189,081.19	18,440.40	207,521.59
Diesel consumption (L)	577.99	-	577.99
Electricity consumption (MWh)	10,910.65	3,174.34	14,084.99

The emission factors used were obtained from an internal KPMG tool. Therefore, in this report only the total emissions results are presented in Chapter 4.

**Scope 3, Category 5**

<b>Emission Sources Considered</b>	<b>1.</b> Waste disposal
	<b>2.</b> Water consumption

Category 5 corresponds to the disposal of solid and liquid waste. Data on final disposal are derived from general waste managed at service points and administrative centers. In addition, waste associated with the destruction of paper for recycling and electronic assets is included, as these materials require specialized handling due to their nature. Totals by type of waste and disposal method are presented in Table 11.

As part of the calculation of emissions from waste management, emissions associated with the extraction of water used in Gentera’s operations were also included. In the case of Mexico, only information related to expenditures for water services was available. Therefore, water consumption was estimated based on city level tariffs published by the National Water Commission (CONAGUA, by its acronym in Spanish)<sup>9</sup>.

<sup>9</sup> National Water Information System (SINA, by its acronym in Spanish) 3.0. CONAGUA.

TABLA 11. DATA USED FOR TOTAL WASTE BY TYPE AND DISPOSAL METHOD

Activity data – Scope 3. Category 5: Emissions from the disposal of solid and liquid waste	
Waste, disposal method	Quantity (kg)
Paper, recycling	42,120.60
Organic waste, landfill	5,153.00
Inorganic waste, landfill	43,659.00
Electronic waste, destruction	19,595.67
Water, municipal disposal (m <sup>3</sup> )	61,595.35

The waste generated and the corresponding disposal methods, as described in Table 11, were converted to tCO<sub>2</sub>e using the emission factors from the DEFRA UK Government GHG Conversion Factors for Company Reporting (version 1.1)<sup>10</sup>. In particular, the emission factors applied correspond to the following waste streams and processes:

- General and inorganic waste disposed of in landfill,
- Paper sent for recycling under a closed loop system,
- Organic waste, including food and beverage waste, disposed of in landfill,
- Electronic waste sent for recycling under an open loop system.

In addition, emission factors applicable to the water extraction process, referred to as water supply, were also applied.

### Scope 3, Category 6

Emission Sources Considered	1. Business travel flights
	2. Emissions from accommodation
	3. Corporate transportation platforms

Category 6 refers to emissions generated by business travel, including air and ground transportation, as well as emissions associated with overnight accommodation.

The distances of flights taken by Gentera personnel were obtained using flight route information. To estimate the distance between airports, the great circle formula was applied, which allows the calculation of the arc length separating two points on a sphere, under the assumption that the Earth is a perfect sphere. For this purpose, geographic coordinates available from the Open Flights open data source were used.

Flight identifiers were converted into travel routes by first retrieving the coordinates associated with each airport using the Open Flights database and the codes of the International Air Transport Association (IATA). Subsequently, using the great circle distance equation, these coordinates were converted into kilometers traveled for each route. The results of this calculation are presented in Table 12.

<sup>10</sup> Department for Environment Food & Rural Affairs. UK Government GHG Conversion Factors for Company Reporting.

TABLA 12. DATA USED FOR BUSINESS TRAVEL FLIGHTS

Category 6: Emissions generated by business travel. Air travel			
Flight type <sup>11</sup>	Mexico flights (km)	Peru flights (km)	Total (km)
Short-haul flights	197,574.64	65,676.93	263,251.57
Medium-haul flights	8,225,529.86	2,484,446.23	10,709,976.10
Long-haul flights	3,321,210.73	671,988.19	3,993,198.92

To calculate emissions based on flight distances traveled, the emission factors described in Table 13 were applied. Conversion to tCO<sub>2</sub>e was carried out by multiplying the resulting value by the GWP of each gas.

TABLA 13. EMISSION FACTORS FOR FLIGHT TYPES AND EMITTED GAS<sup>12</sup>

Flight type	Emission factors		
	CO <sub>2</sub> (kg/km)	CH <sub>4</sub> (kg/km)	N <sub>2</sub> O (kg/km)
Short-haul flights	0.207	6.4 x 10 <sup>-6</sup>	6.6 x 10 <sup>-6</sup>
Medium-haul flights	0.129	6.0 x 10 <sup>-7</sup>	4.1 x 10 <sup>-6</sup>
Long-haul flights	0.163	6.0 x 10 <sup>-7</sup>	5.2 x 10 <sup>-6</sup>

In turn, the number of overnight stays was obtained from Gentera’s travel expense records. One hotel night was counted for each individually booked and paid room, Table 14.

<sup>11</sup> Flights are classified according to the distance they travel: short-haul flights cover up to 482 kilometers, medium-haul flights cover between 483 and 3,701 kilometers, and long-haul flights are those that exceed 3,702 kilometers.

<sup>12</sup> Environmental Protection Agency. Emissions Factors for Greenhouse Gas Inventories (2025).



TABLE 14. DATA USED FOR BUSINESS TRAVEL DURING ACCOMMODATION

Category 6: Emissions generated by business travel. Employee accommodation		
Country of accommodation	Nights by country, employees from Mexico	Nights by country, employees from Peru
Brazil	6	-
China	4	-
Colombia	24	-
Ecuador	19	-
United States of America	121	10
Spain	4	-
France	4	-
England	21	-
Japan	3	-
Malaysia	2	-
Mexico	29,691	153
Netherlands	2	-
Panama	6	-
Peru	473	11,310
Singapur	5	3
Uganda	4	-
Uruguay	-	5

TABLA 15. EMISSION FACTORS ASSOCIATED WITH ACCOMMODATION

Destination country	kg CO <sub>2</sub> e per night, per room	Destination country	kg CO <sub>2</sub> e per night, per room
France	6.7	Mexico	19.3
Spain	7.0	Singapur	24.5
Brazil	8.7	Japan	39
England	11.5	Peru, Ecuador, Panama, Uganda, Uruguay	40.28 (Global average)
Colombia	14.7	China	53.5
Netherlands	14.8	Malaysia	61.5
USA	16.1		

For the calculation of accommodation-related emissions associated with business travel, the emission factors described in the UK Government’s DEFRA GHG Conversion Factors for Company Reporting, version 1.1, issued by the Department for Environment, Food and Rural Affairs<sup>13</sup>, were considered. In cases where information for certain countries was unavailable, the global average was used (Table 15).

<sup>13</sup> Department for Environment Food & Rural Affairs. UK Government GHG Conversion Factors for Company Reporting.

Additionally, in 2025, records were available for some trips carried out through transportation platforms. However, since the specific methodology used by these platforms to calculate their emissions is not publicly available and their estimates are based solely on CO2 emissions, an independent estimate was conducted based on the kilometers traveled. This calculation employed the EPA emission factors for passenger vehicles and the IPCC global warming potential. Upon comparing the emissions obtained through this calculation with those reported by the transportation platforms, the higher value corresponding to the previously described method was selected (Table 16). These emissions were incorporated into the total emissions for Category 6.

TABLA 16. DATA USED FOR TRIPS USING TRANSPORTATION PLATFORMS

Company	Total kilometers traveled	Total tCO <sub>2</sub> e
Compartamos Servicios	112,827.75	20.94
Compartamos Banco México	85,876.97	15.93
Yastás	493	0.09
Aterna	4,255	0.79
<b>Total</b>	203,452.72	37.75

**Scope 3, Category 7**

<b>Emission sources considered</b>	1. Transportation of staff to CEAS
	2. Maintenance of benefit vehicles
	3. Gasoline for benefit vehicles
	4. Leasing and purchase of benefit vehicles
	5. Remote work

For this Scope 3 category, data collected through a survey administered to all employees of the corporate building in Mexico (CEAS) were considered. The survey identified the primary mode of transportation used by each employee to commute to the office, the average travel time and distance, and an average attendance of three days per week, equivalent to 150 days per year, with two trips per day.

A total of 1,811 responses were received, of which 90% corresponded to personnel assigned to CEAS<sup>14</sup>. For the remaining 10%, consisting of staff associated with other work centers, an allocation process was carried out. This process assumed that between 60% and 65% of this group works primarily in the field and only visits the corporate building occasionally, while the remaining 35% to 40% attends the corporate building on a regular basis.

<sup>14</sup> Of the 1,811 responses received, 89.8% were from personnel assigned to CEAS (belonging to job codes 10000 and 7167). The remainder were responses from employees at other work centers. Therefore, knowing that out of the total universe of CEAS-associated employees (1,806 collaborators), only 1,626 responded, a projection was carried out to incorporate the emissions corresponding to the remaining 9.97% of the total CEAS population that did not respond.

Table 17 presents the primary mode of transportation used by both CEAS personnel and staff from other work centers for commuting to the corporate building. Responses classified as “Not applicable” were excluded from the calculation, based on the comments provided by each employee indicating that they do not regularly commute to CEAS.

TABLE 17. MODES OF TRANSPORTATION USED BY STAFF TO COMMUTE TO CEAS

Type of transportation mode	Number of people associated with CEAS	Number of people not associated with CEAS
a. Private car or van (gasoline or diesel)	811	20
b. Motorcycle (gasoline)	32	3
c. Electric vehicle (bicycle, car, motorcycle, etc.)	18	0
d. Shared vehicle (carpool)	11	0
e. Public transportation (metro, bus rapid transit, light rail, etc.)	670	20
f. Bicycle	18	0
g. On foot	24	2
Bus <sup>15</sup>	8	20
Not applicable <sup>16</sup>	34	120
<b>Total</b>	1,626	185

Emissions were estimated based on the approximate kilometers traveled or the number of passengers, in accordance with the EPA emission factors for employee transportation (Table 18).

TABLE 18. EMISSION FACTORS BY EMPLOYEE TRANSPORTATION MODE

Survey option	Corresponding EPA emission factor	Variable	Kg CO <sub>2</sub> /per vehicle-km or per	Kg CH <sub>4</sub> /per vehicle-km or per	Kg N <sub>2</sub> O/per vehicle-km or per
a. Private car or van (gasoline or diesel)	Average of passenger vehicles and light-duty trucks (including SUVs)	kg/vehicle-km	0.215	5.22E-06	4.38E-D6
b. Motorcycle (gasoline)	Motorcycle	kg/vehicle-km	0.229	5.52E-05	1.17E-D5
d. Vehículo compartido (carpool)	Passenger vehicles are divided by two <sup>17</sup>	kg/vehicle-km	0.092	1.83E-06	1.65E-D6
e. Public transportation	Public transportation	kg/passenger vehicle	0.093	7.50E-06	1.00E-D6
Bus	Bus	kg/passenger vehicle	0.066	4.60E-06	1.90E-D6

\*Electric vehicles, bicycles, and walking transportation modes were excluded from the emissions calculation, as these modes do not generate emissions during commuting.

<sup>15</sup> This option was not explicitly included in the menu of the survey sent to Gentera personnel. However, a manual analysis of the responses was conducted and, based on each person’s comments, the declared main mode of transportation was adjusted. For example, if someone selected the option “Public transportation” but specified in their comment that their main means was the bus, the corresponding emission factor for the latter was assigned.

<sup>16</sup> Personnel were classified in this manner such that, regardless of whether they selected a primary mode of transportation, if their comments and open responses indicated that they do not regularly go to the office and/or live in another state and work remotely, they were excluded from the scope of the estimation.

On the other hand, as part of the benefits package for certain job categories, Gentera assigns a vehicle to its employees as a benefit, including fuel and maintenance. Emissions related to gasoline consumption from vehicles provided as an employee benefit were calculated using the methodology described under Scope 1, mobile sources, applying the emission factors presented in Table 4.

Although the same methodology is applied, emissions from vehicles used as work tools are classified under Scope 1, while emissions from vehicles provided as an employee benefit are reported under Scope 3, Category 7. Emissions associated with maintenance and with the leasing and purchase of employee benefit vehicles were calculated following the methodology and emission factors described in Table 9, under Scope 3, Categories 1 and 2.

Activity data were collected in local currency, either Mexican pesos or Peruvian soles, and were converted to United States dollars<sup>18</sup>. The amounts considered under this category are presented in Tables 19 and 20.

<sup>17</sup> For the calculation of emissions associated with carpooling, the emission factor for a passenger vehicle was used as the basis. Since an average shared use of two people per vehicle is assumed, the emissions are allocated between the occupants, resulting in the application of the emission factor divided by two.

<sup>18</sup> The exchange rate used was 0.0485 MXN and 0.263 soles per USD.



TABLE 19. DATA USED FOR VEHICLE BENEFITS, AUTOMOBILE EXPENSES

Activity data – Scope 3. Category 7: Emissions derived from employee commuting and activities. Vehicle benefit		
Concept	Monto México (USD)	Monto Perú (USD)
Maintenance	211,041.16	8,336.32
Purchase of benefit vehicles	195,970.46	120,927.40
Leasing of benefit vehicles	2,463,552.52	-

TABLE 20. DATA USED FOR VEHICLE BENEFITS, GASOLINE EXPENSES

Activity data – Scope 3, Category 7: Emissions derived from employee commuting and activities. Gasoline benefit	
Gasoline consumption Mexico (L)	Gasoline consumption Peru (L)
4,016,868.18	3,019.39

Additionally, for Category 7, electricity consumption data from electronic equipment provided to employees performing teleworking or remote work in Mexico were considered, including laptops and monitors. Since the actual connection time of employees is unknown, estimates were developed based on a series of assumptions. Electricity consumption was calculated using the wattage of the equipment and a standardized connection time. A working schedule of eight hours per day was assumed, for a maximum of 300 working days per year<sup>19</sup>. The watt hours (Wh) obtained from these estimates are presented in Table 21.

TABLE 21. DATA USED FOR CONSUMPTION DURING TELEWORKING

Activity data – Scope 3. Category 7: Emissions derived from employee commuting and activities. Remote work
Electricity consumption of equipment in Mexico (MWh)
322.65

<sup>19</sup> A maximum of 300 working days is considered, taking into account that the weekly working schedule in Mexico, according to the Federal Labor Law, is 48 hours—that is, 6 days—multiplied by 52 weeks in a year, which equals 312 days. If it is considered that, by law, individuals are entitled to a minimum of 12 vacation days per year, the total number of working days is 300.

The total annual energy consumption was converted into emissions by applying the methodology described under Scope 2 and using the emission factor of Mexico’s National Electric System provided by the Federal Electricity Commission. This allowed for the estimation of total emissions associated with energy use during remote work.

**Scope 3, Category 8**

<b>Emission sources considered</b>	1. Energy consumption from leased servers
	2. Rental of emergency power generators
	a. Diesel consumed
	b. Rental cost in Mexican pesos
	3. Leasing vehicles used as work tool

Category 8 refers to the leasing of assets owned by other organizations. Among Genera’s activities is the leasing of data centers that are necessary to deliver the services it provides. Unlike the previous reporting year, in 2025 only one supplier was engaged, KIO. This supplier provided Genera with its carbon footprint, as well as the electricity consumption of the leased servers. Table 22 presents the reported emission factor, using methodologies based on Market-Based (MB) and Location-Based (LB) emission factors.

TABLE 22. DATA REPORTED BY DATA CENTER PARTNERS

<b>Activity data – Scope 3. Category 8: Emissions from the leasing of assets owned by other organizations</b>		
<b>Supplier</b>	<b>Reported carbon footprint, Market-Based (tCO<sub>2</sub>e)</b>	<b>Reported carbon footprint, Location-Based (tCO<sub>2</sub>e)</b>
KIO	0.28	391.67

The decision to present reports under either of the two methodologies becomes relevant when seeking to accurately reflect the impacts associated with the use of alternative electricity providers. Under a location-based (LB) approach, emissions are calculated using the average emissions intensity of the national electricity grid where the analysis is conducted, without considering the specific energy supply contracts held by the company. In this context, for location-based emissions, the same procedure and emission factor described in Scope 2 subsection of Chapter 3 were applied.

In contrast, the market-based (MB) approach aims to represent the emissions associated with electricity purchased by the company through specific contractual instruments, regardless of the physical flow of electricity. Therefore, the emission factor provided directly by the supplier with whom the data center leasing contracts are maintained was used.

In addition to the leasing of servers, an adjustment was made in 2025 to the allocation of emissions related to diesel consumption in Genera’s emergency power generators. During this reporting period, fuel refills were recorded at the Marquelia, Tuxtla Mercado, Tuxtla, and Mixquiahuala facilities. However, only the Marquelia facility has been owned by Compartamos Banco México

since 2023, while the other locations use mobile emergency generators that are contracted on an occasional basis according to office requirements.

For this reason, diesel consumption at these generators followed the methodology described under Scope 1 and the emission factors presented in Table 4, although the resulting emissions were assigned to Category 8 rather than Scope 1 (Table 23).

TABLE 23. DIESEL CONSUMPTION CONSIDERED UNDER CATEGORY 8

Office / Branch	Liters of diesel consumed
Tuxtla Mercado	3,120.00
Tuxtla	3,120.00
Mixquiahuala	150.00

Finally, for both the rental of emergency power generators and the rental of vehicles used as work tools by Gentera (Table 24), the EPA emission factors presented in Table 25 were used to convert the Mexican pesos paid for the rental of both types of assets into emissions corresponding to Category 8.

TABLE 24. UPSTREAM ASSET RENTAL COSTS CONSIDERED UNDER CATEGORY 8

Office / Branch	Type of upstream leased asset	Amount (USD) <sup>20</sup>
Tuxtla Mercado	Emergency power generator	15,786.50
Tuxtla	Emergency power generator	11,204.25
Mixquiahuala	Emergency power generator	1,715.75
Compartamos Servicios	Work tool vehicles	125,402.66
Con Crédito (Comfu)	Work tool vehicles	2,911,765.78

TABLE 25. EMISSION FACTORS CONSIDERED UNDER CATEGORY 8

NAICS	Associated classification	Emission factor (kg CO <sub>2</sub> e / USD)
532490	Rental of emergency power generators	0.106
532111	Vehicle rental	0.110

<sup>20</sup> Because the emission factor is expressed in 2022 USD, an exchange rate of 20.11 Mexican pesos per USD was applied.

Chapter 4

# Results

## Total emissions

Total greenhouse gas emissions quantified for Gentera’s operations in Mexico and Peru during 2025 amounted to 27,755.66 tCO<sub>2</sub>e using the location-based<sup>21</sup> approach and 27,364.26 tCO<sub>2</sub>e using the market-based approach. As shown in Table 26, the only category that exhibits variations depending on the approach applied is Scope 3, Category 8, upstream leased assets. This difference is due to the fact that the data center provider sources its electricity from hydroelectric power plants, which significantly reduces its emission factor in comparison with the emission factor of the National Electric System, which is applied under the location-based approach.

TABLA 26. TOTAL EMISSIONS BY SCOPE AND SOURCE

Scope	Source	GHG emissions, LB (tCO <sub>2</sub> e)	%	GHG emissions, MB (tCO <sub>2</sub> e)	%
Scope 1	Stationary	1.64	0.01%	1.64	0.01%
	Mobile	4,583.42	16.51%	4,583.42	16.75%
	Fugitive	1,954.73	7.04%	1,954.73	7.14%
Scope 2 (LB)	Stationary	5,433.49	19.58%	5,433.49	19.86%
Scope 3	<b>Category 1:</b> Emissions from the purchase of goods and services.	235.06	0.85%	235.06	0.86%
	<b>Category 2:</b> Emissions from the acquisition of capital goods.	834.40	3.01%	834.40	3.05%
	<b>Category 3:</b> Emissions associated with the production of fuels used in Scope 1 and Scope 2.	1,928.52	6.95%	1,928.52	7.05%
	<b>Category 5:</b> Emissions from the disposal of solid and liquid waste.	47.58	0.17%	47.58	0.17%
	<b>Category 6:</b> Emissions generated by business travel.	4,385.31	15.80%	4,385.31	16.03%
	<b>Category 7:</b> Emissions derived from employee commuting and activities.	7,604.58	27.40%	7,604.58	27.79%
	<b>Category 8:</b> Emissions from the leasing of assets owned by other organizations. Location based.	746.92	2.69%	746.92	1.30%
<b>Total (Location Based)</b>		<b>27,755.6</b>		<b>27,364.26</b>	

<sup>21</sup> The GHG emissions reported in Gentera’s 2025 Annual and Sustainability Report correspond to those calculated under the location-based (LB) approach.

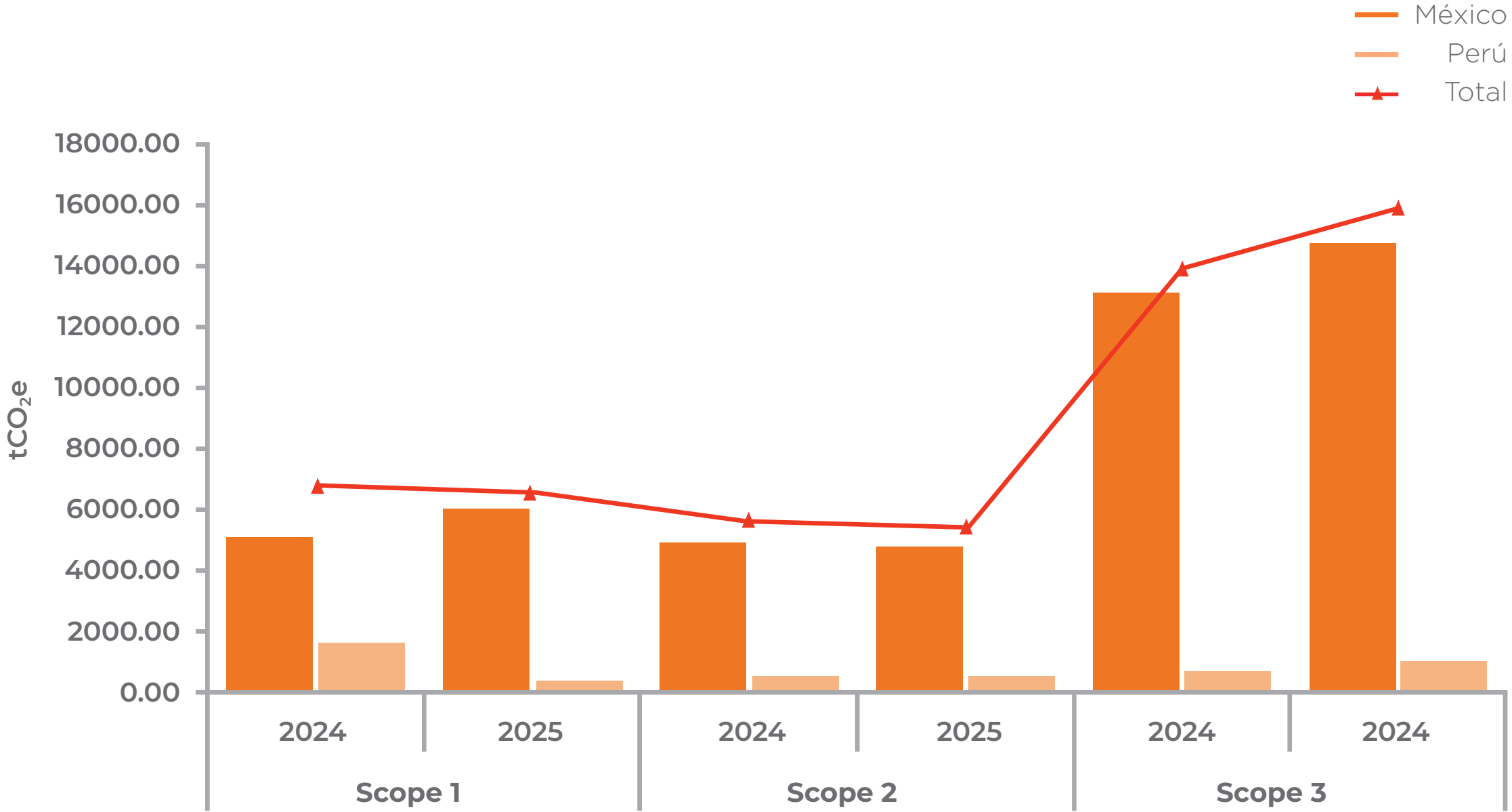
Figure 1 presents the emissions broken down by scope, showing that the majority of emissions are concentrated in Scope 3, which accounts for 57% of total emissions. This is followed by Scope 1 emissions at 23%, while Scope 2 emissions represent 20% of total emissions.

FIGURE 1. TOTAL PERCENTAGE OF EMISSIONS BY SCOPE AND APPROACH



Compared to the previous reporting year, Scope 1 and Scope 2 emissions for the group decreased by 4%, mainly due to reductions in Peru, as shown in Figure 2. In contrast, emissions related to the value chain (Scope 3) increased by 12%, resulting in an increase in the total carbon footprint.

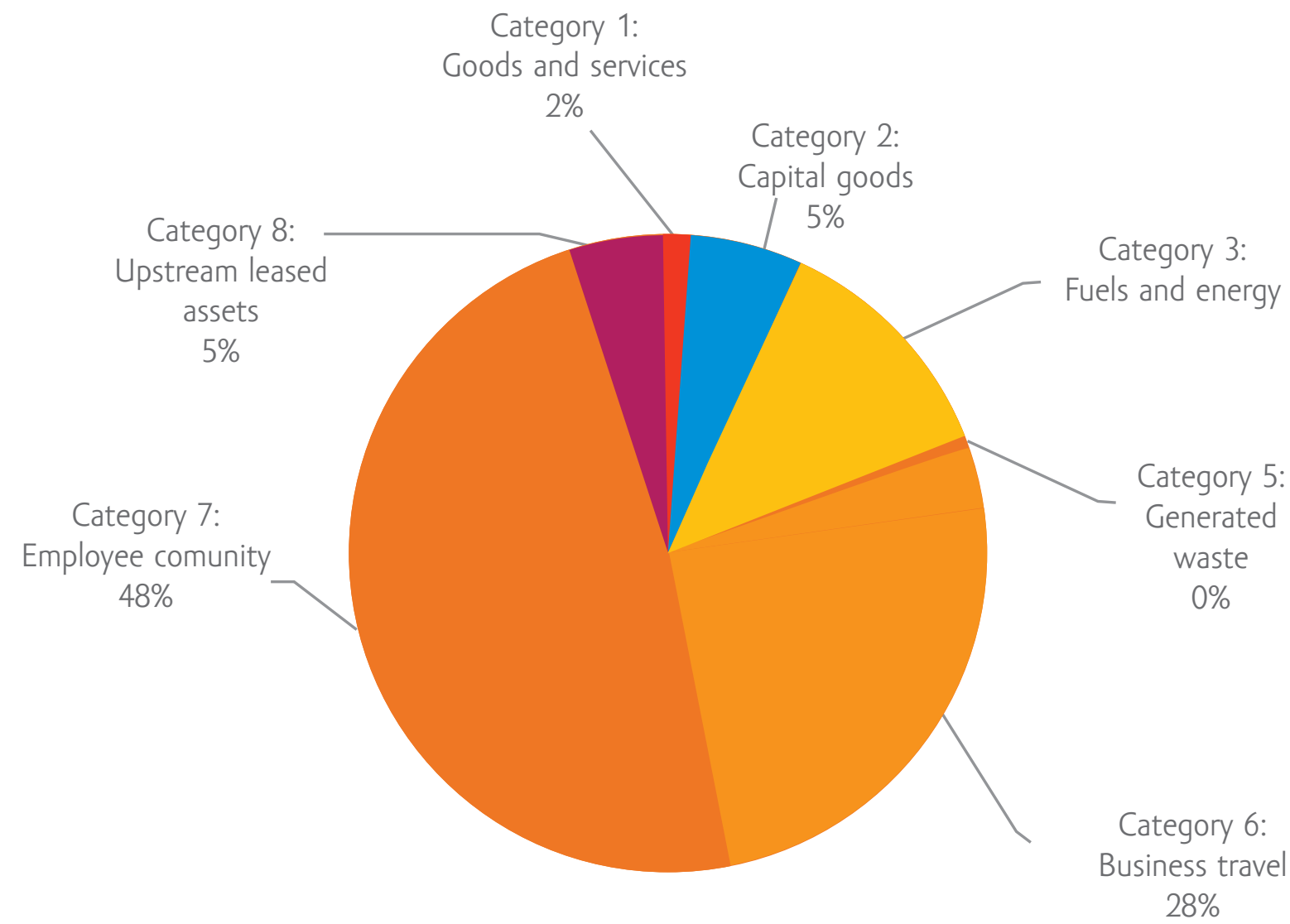
FIGURE 2. COMPARISON OF EMISSIONS BY SCOPE AND BY COUNTRY, FOR 2024 AND 2025



**Breakdown of results under the location-based approach**

Since location-based emissions are the ones reported in the Annual and Sustainability Report, the following sections and result figures use data derived from the location-based approach. Accordingly, Figure 3 shows that the category with the largest contribution to Scope 3 emissions is employee commuting, followed by business travel and emissions associated with the energy consumed under Scope 1 and 2.

FIGURE 3. PERCENTAGE BREAKDOWN OF SCOPE 3 EMISSIONS, USING LOCATION-BASED DATA

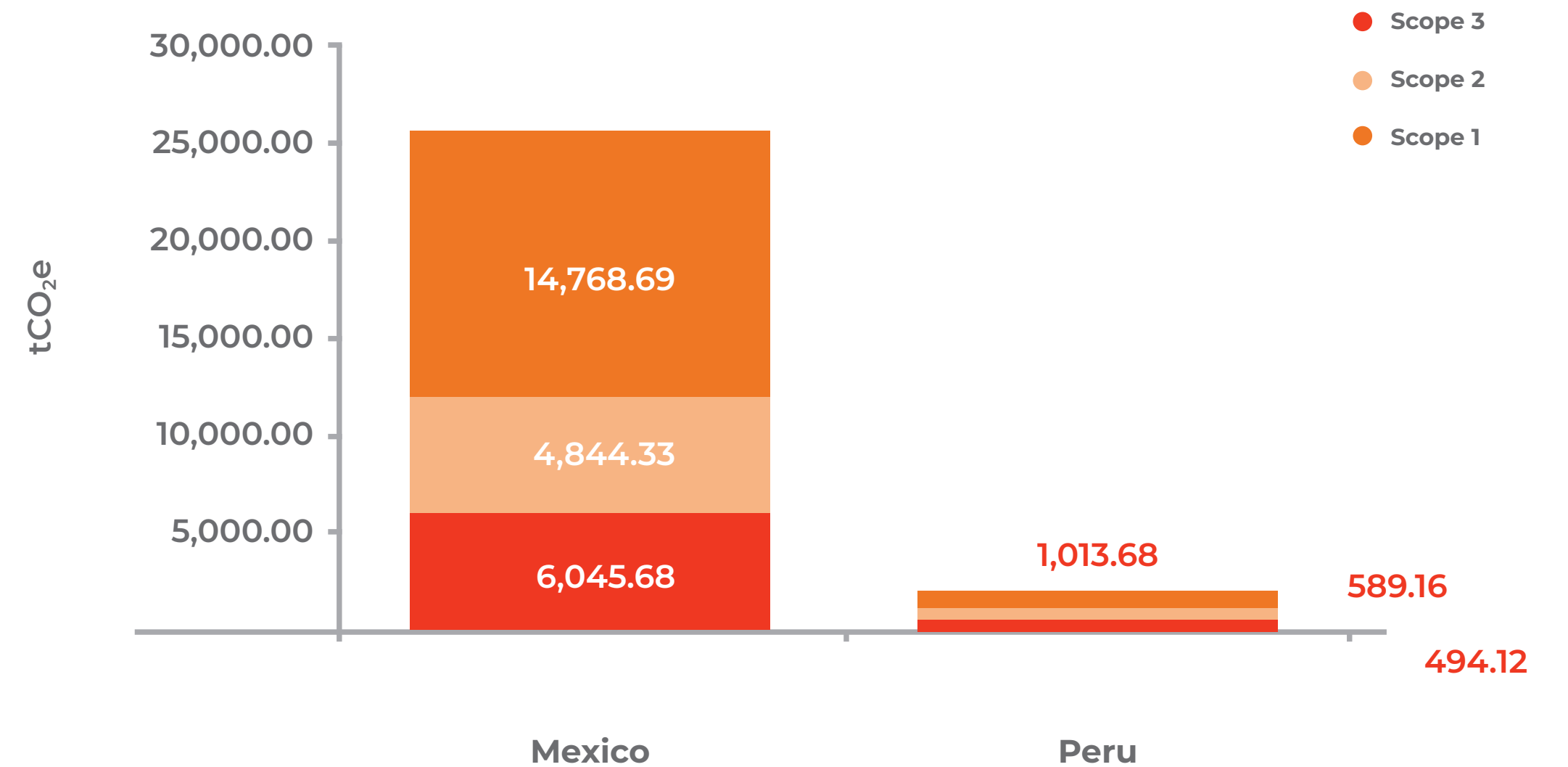


NOTE. PERCENTAGES ADD UP TO 100% OF TOTAL SCOPE 3 EMISSIONS.

At the country level, Figure 4 shows that Mexico generates a higher number of emissions compared to Peru, with 58% attributed to Scope 3, followed by 23% from Scope 1 and, lastly, 19% from Scope 2.

In Peru, the order of contribution by scope is reversed. Although Scope 3 remains the largest contributor to the carbon footprint at 48%, the second largest contributor is electricity consumption emissions under Scope 2 at 28%, and finally, Scope 1 emissions account for 24%.

FIGURE 4. EMISSIONS BY SCOPE AND BY COUNTRY



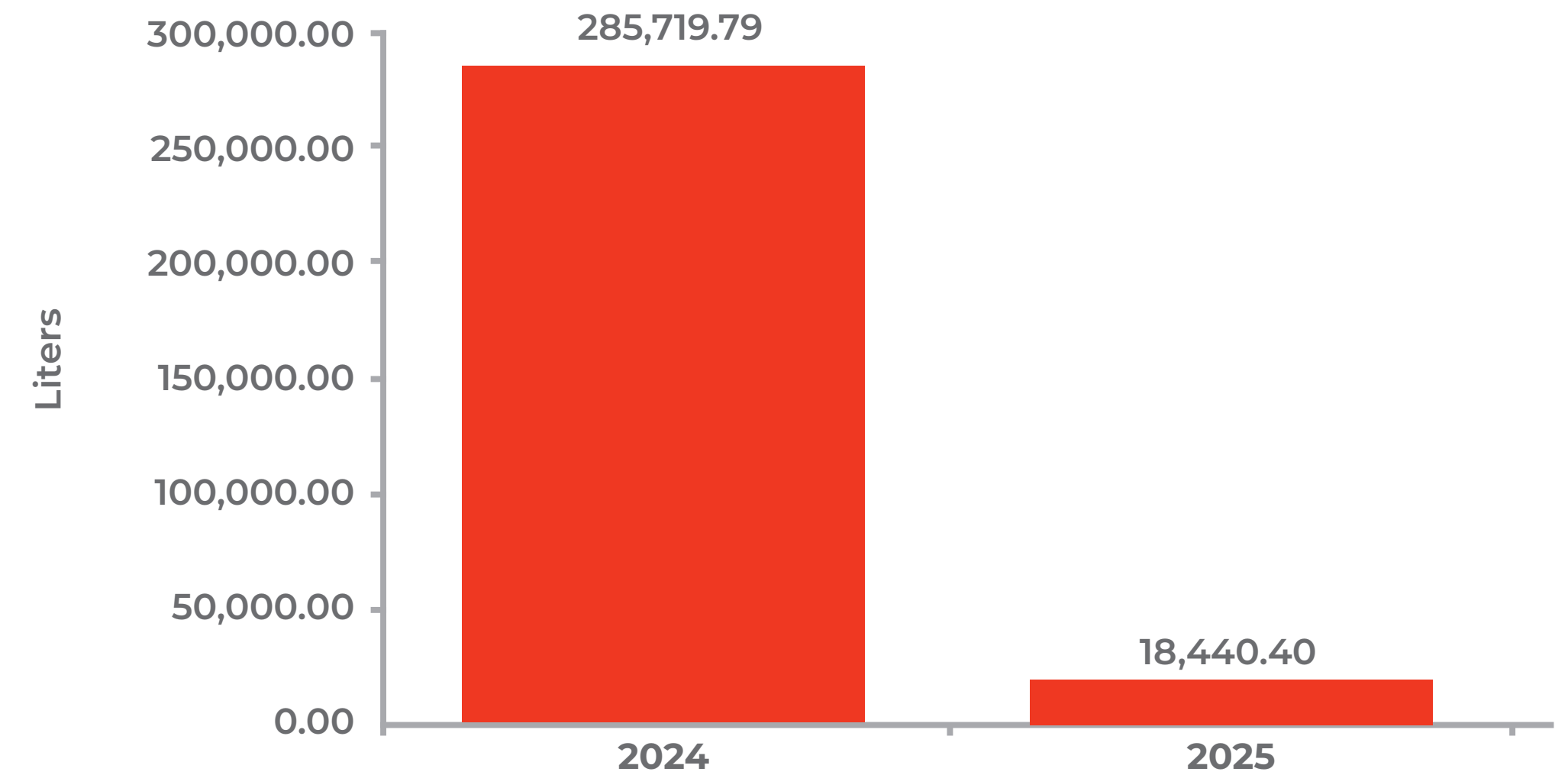
**Scope 1 emissions**

For Scope 1 emissions associated with the consumption of energy sources, mainly gasoline and diesel, mobile sources are identified as the main contributor, as shown in Figure 6. Within the group, Compartamos Banco México stands out as the company with the highest emissions, reporting 3,638.18 tCO<sub>2</sub>e from mobile sources.

When compared with the previous year, Peru shows a substantial reduction in mobile emissions due to the complete sale of its gasoline motorcycle fleet, which decreased from 344 units to zero, as shown in Figure 5. Additionally, a decrease in emissions related to diesel use is observed, driven by two main factors. First, fewer branches operated diesel generators during the year. Second, a methodological adjustment was made in the allocation of emission sources. As a result, in 2025 only diesel consumption from a generator owned by Gentera was considered within direct emissions, while emissions from the remaining generators, being rented equipment, were reclassified under Scope 3.

Overall, the main contributor to Scope 1 emissions related to energy consumption is Compartamos Banco México. This positions the entity as a key focus for any future emission reduction strategy or plan<sup>22</sup>.

FIGURA 5. COMPARISON OF GASOLINE CONSUMPTION IN LITERS FOR PERU AND MEXICO, FOR 2024 AND 2025



<sup>22</sup> Compartamos Banco's emissions are below the threshold established by the RENE (25,000 tCO<sub>2</sub>e). The measurement of our emissions is a voluntary exercise aligned with our commitment to sustainable management.

FIGURE 6. SCOPE 1 EMISSIONS BY MOBILE AND STATIONARY COMBUSTION SOURCES, BY LEGAL ENTITY

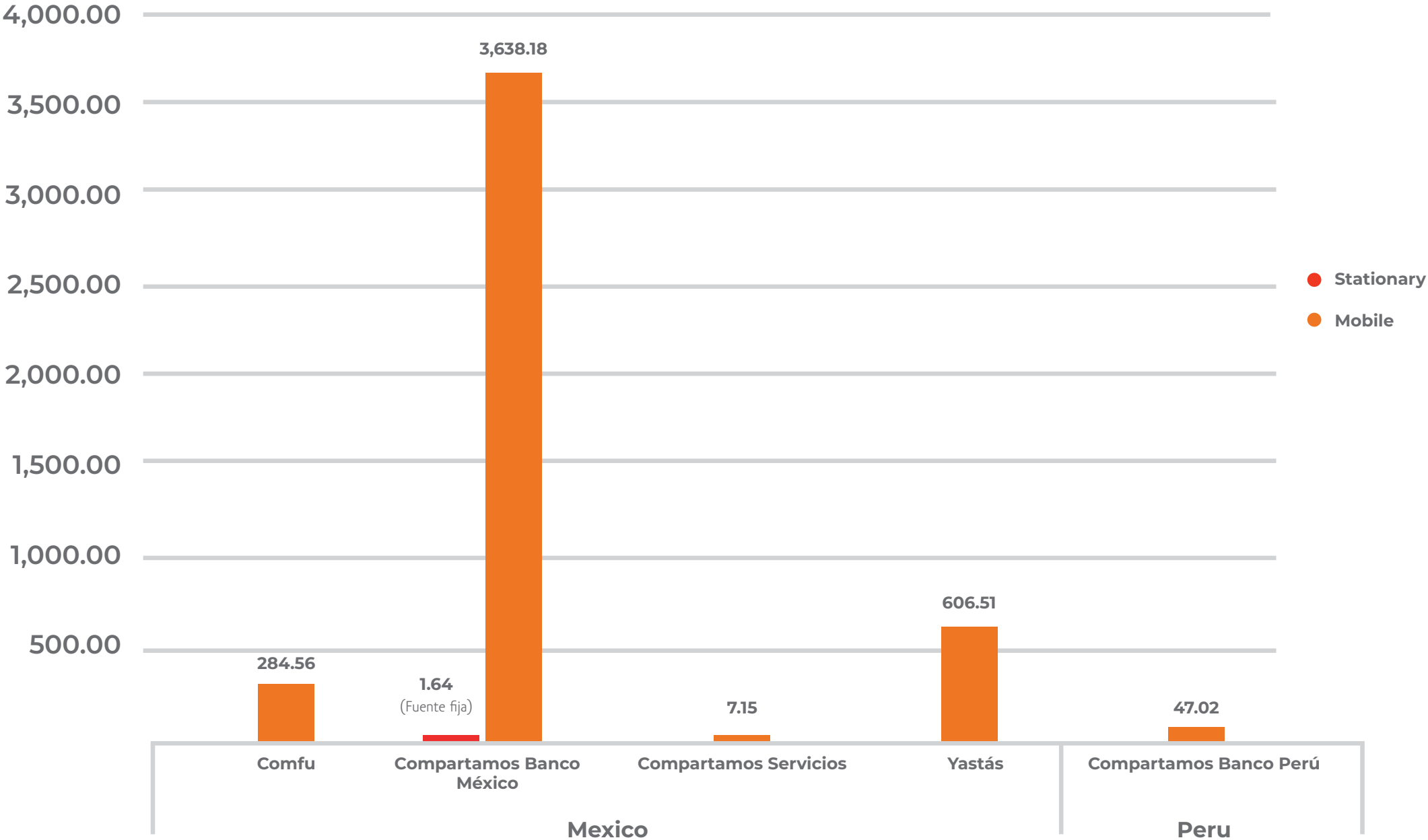
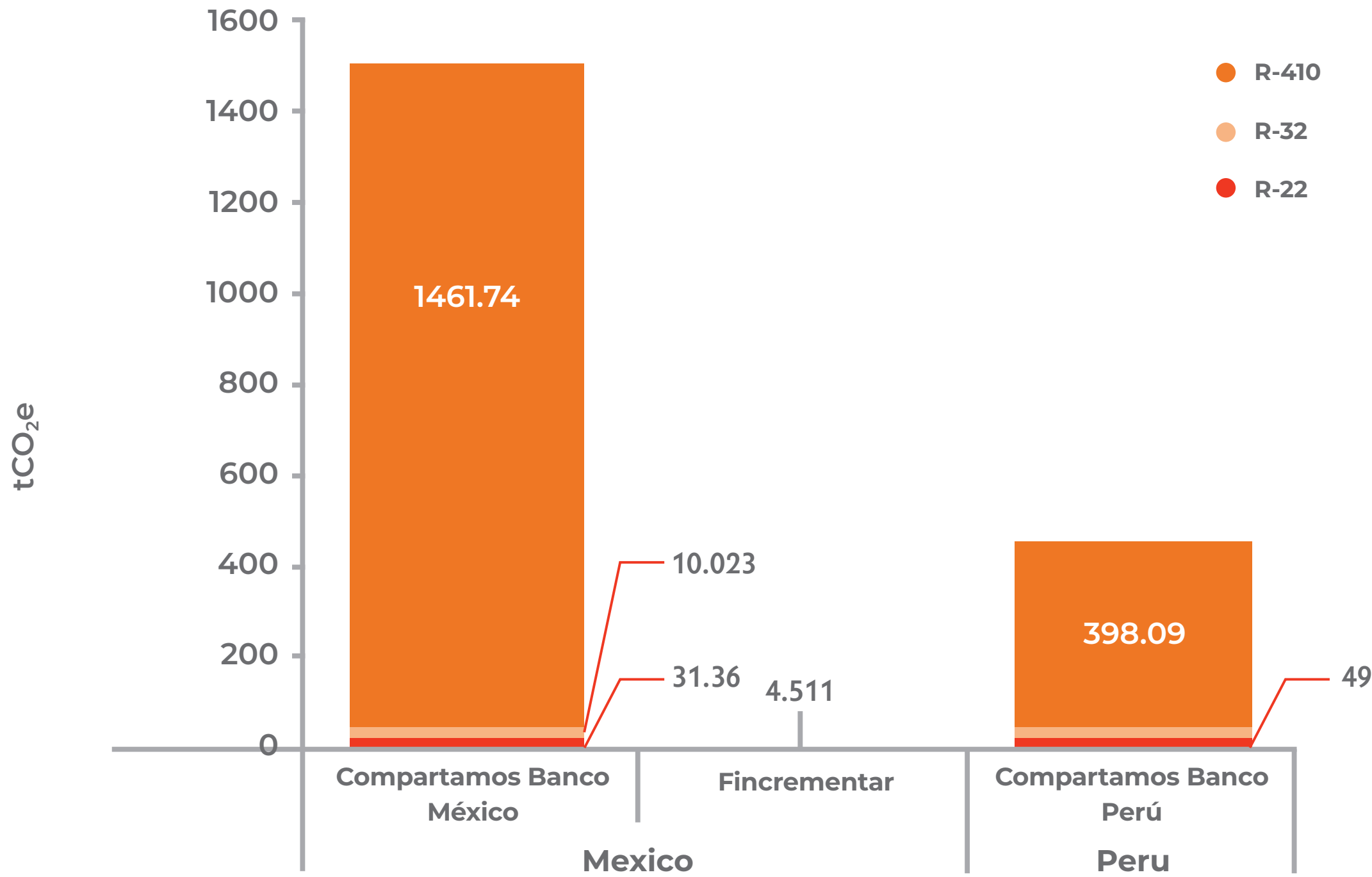


Figure 7 shows the GHG emissions derived from leaks in refrigeration systems, which originate mainly from refrigerant recharging activities. Within this category, Compartamos Banco México once again stands out as the entity with the highest emissions. Another point worth highlighting is that the largest share of these emissions comes from leaks of refrigerant R 410a, which is one of the refrigerants with the highest environmental impact. According to the data presented in Table 3, these leaks represent the main operational challenge for Gentera’s refrigeration equipment, with a total of approximately 826 kilograms of R 410a released across all entities during 2025.

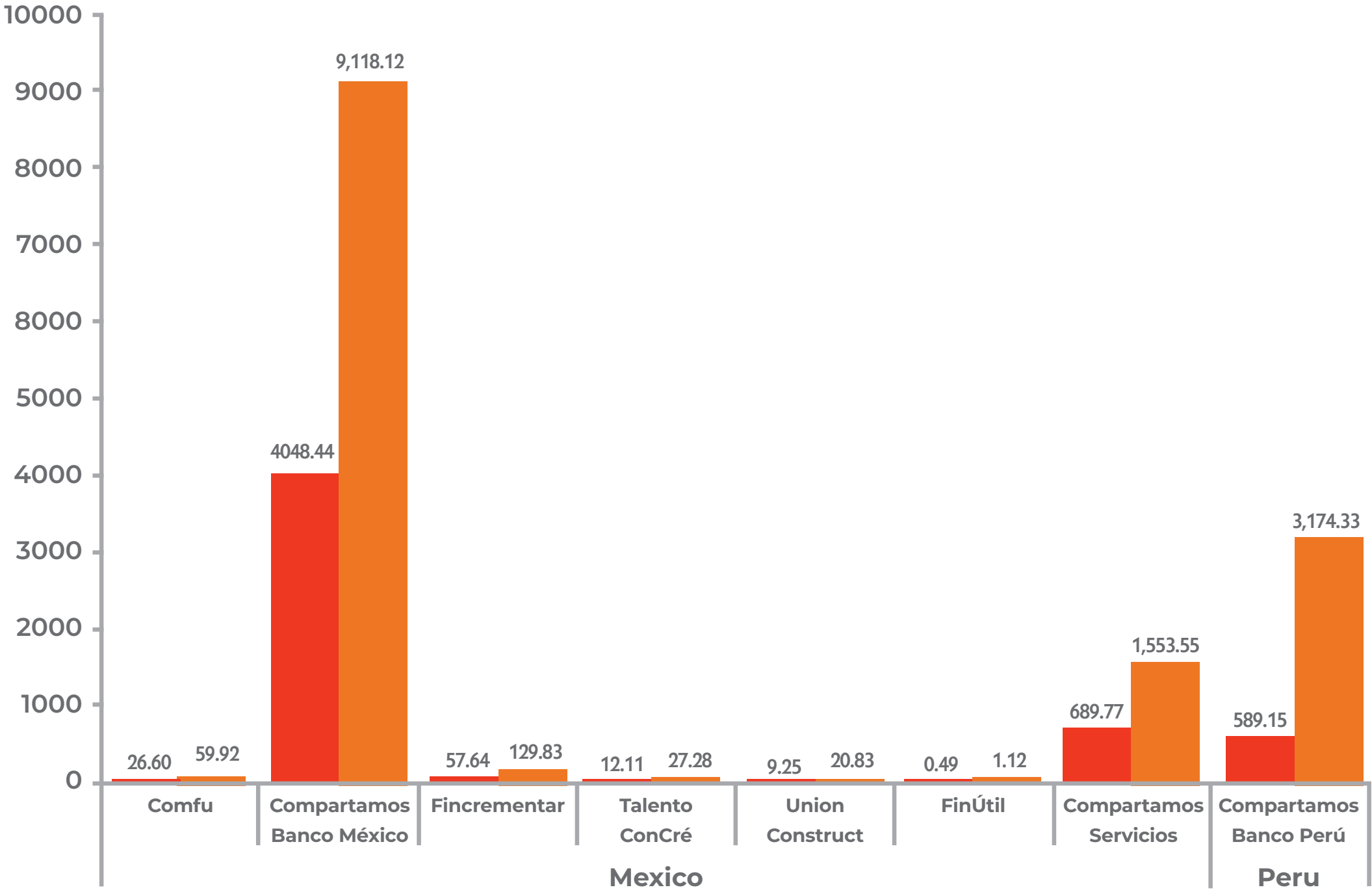
FIGURE 7. SCOPE 1 EMISSIONS FROM REFRIGERANT LEAK RELATED EMISSIONS, BY LEGAL ENTITY



**Scope 2 emissions**

Scope 2 emissions are mainly concentrated in operations carried out in Mexico. This is due to the fact that electricity consumption in Mexico was higher compared to Peru. In addition, there are differences in the energy mixes of both countries that directly influence the applicable emission factors. This is evidenced in Figure 8, where Compartamos Banco Perú records an electricity consumption of 3,174 MWh, generating 589 tCO<sub>2</sub>e. In contrast, although electricity consumption at Compartamos Servicios in Mexico is lower at 1,553 MWh, its emissions are higher, reaching 689 tCO<sub>2</sub>e.

FIGURE 8. SCOPE 2 EMISSIONS FROM EMISSIONS RELATED TO THE USE OF ELECTRICITY PURCHASED BY GENTERA, BY LEGAL ENTITY



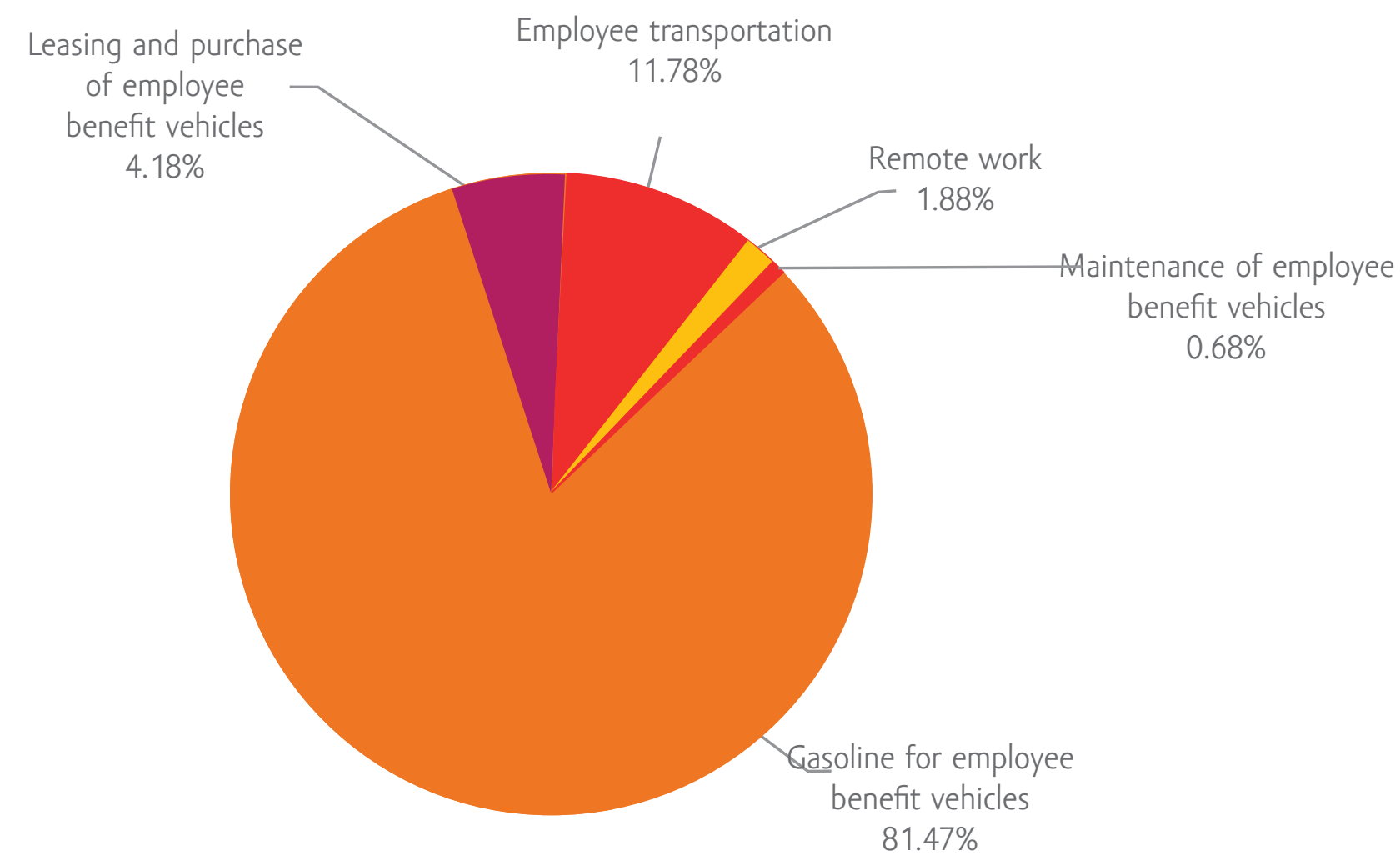
**Scope 3 emissions**

Of the indirect emissions generated along the value chain, the largest share of emissions comes from employees commuting to the workplace and staff related activities, corresponding to Category 7 with 48% of total Scope 3 emissions.



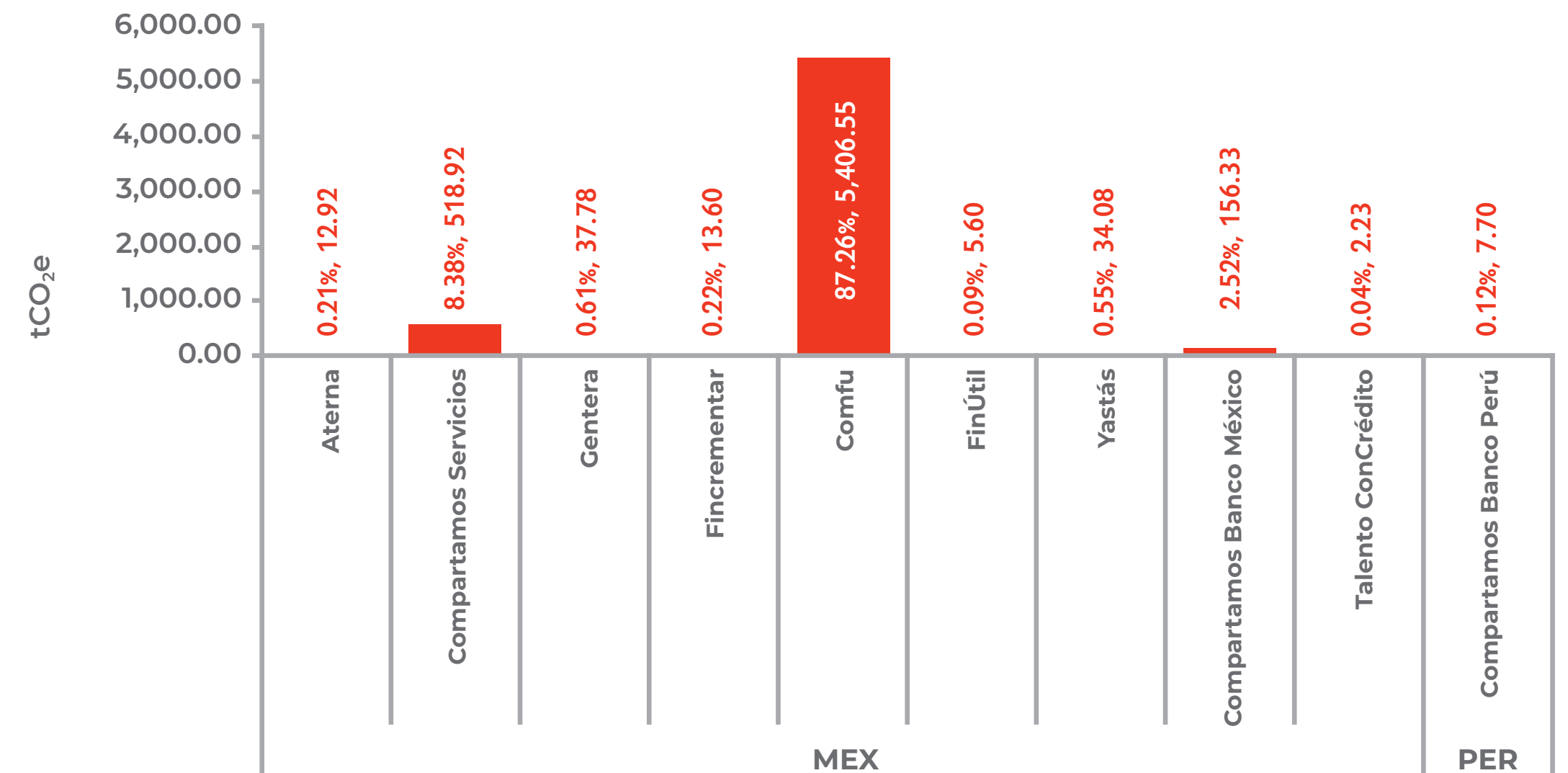
As shown in Figure 9, 81% of the emissions within this category are associated with gasoline purchases for employee benefit vehicles, followed by 12% of emissions related to the transportation of employees to the workplace.

FIGURE 9. BREAKDOWN OF CATEGORY 7, SCOPE 3 EMISSIONS FROM ADMINISTRATIVE EMPLOYEE COMMUTING IN MEXICO



The entity with the largest contribution from gasoline purchases for vehicles provided as an employee benefit is ConCrédito, accounting for 88%, followed by Compartamos Servicios with 8% (Figure 10).

FIGURE 10. BREAKDOWN OF EMISSIONS FROM GASOLINE PURCHASES FOR EMPLOYEE BENEFIT VEHICLES, BY COMPANY



The second largest contributor to emissions within this category is employee transportation to the workplace, which accounted for 11% of Category 7 emissions. This is because approximately 50% of the individuals commuting to CEAS in Mexico use a private car or van, which, among the options included in the survey provided to employees, is the transportation mode with the second highest emission factor, only after gasoline motorcycles. As a result, 92% of the total emissions associated with Category 7 are attributable to car use (Figure 11).

FIGURE 11. BREAKDOWN OF EMISSIONS FROM EMPLOYEE COMMUTING AT GENTERA IN MEXICO

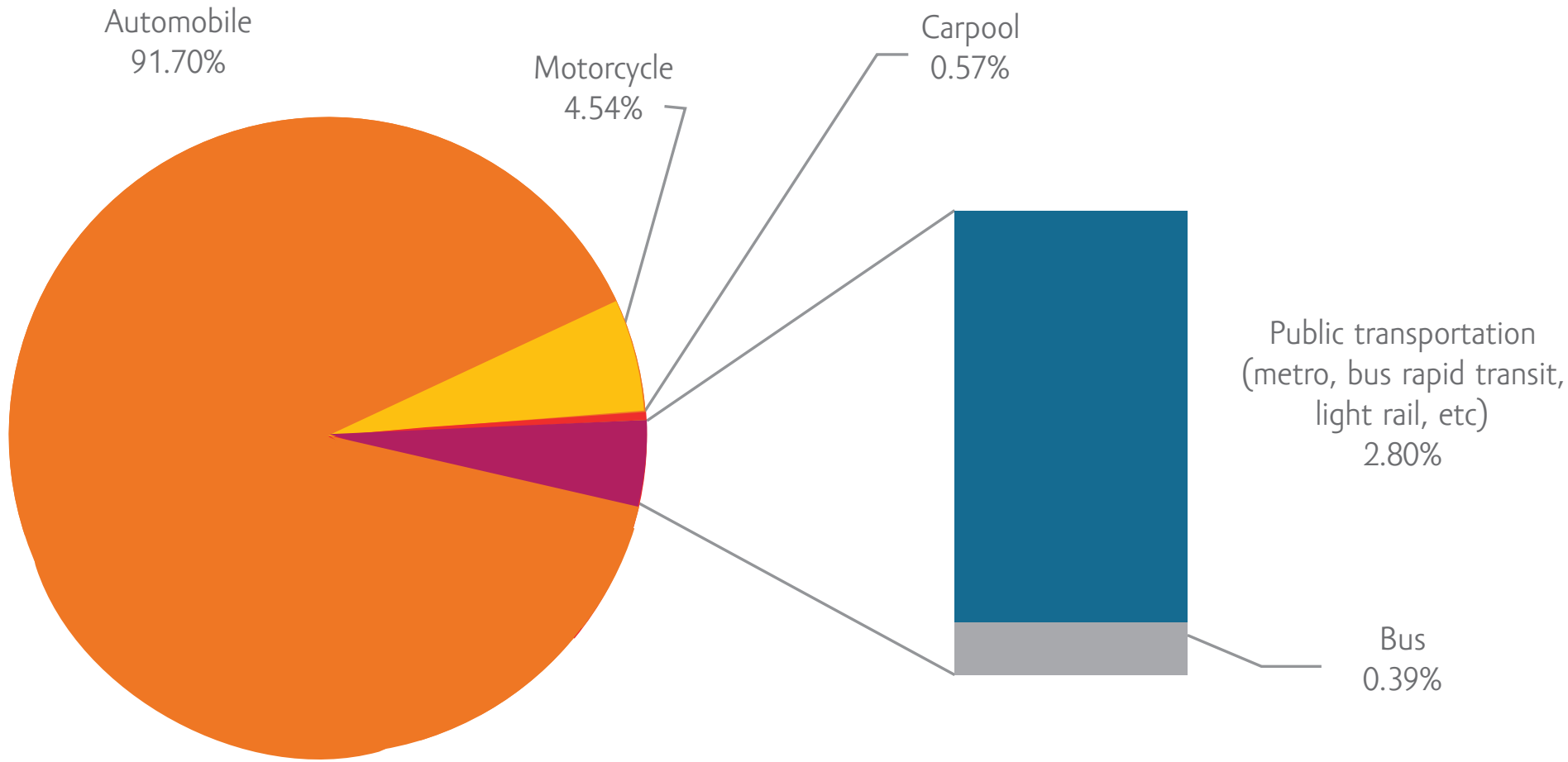
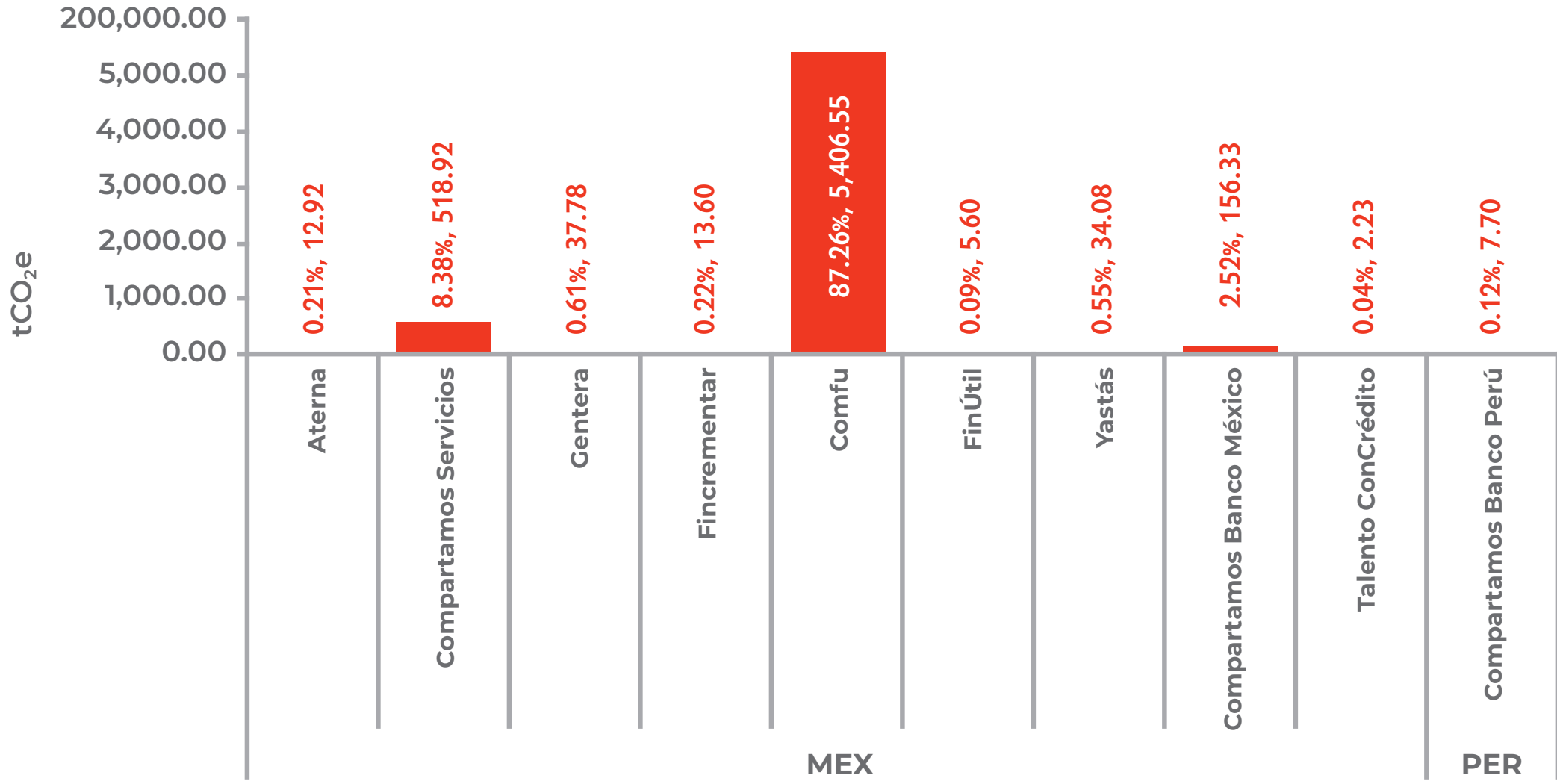


FIGURE 12. BREAKDOWN OF EMISSIONS RELATED TO EMPLOYEE BENEFIT VEHICLES, BY COMPANY



The leasing, purchase, and maintenance of employee benefit vehicles, as well as teleworking, jointly contributed 7% of Category 7 emissions. Figure 12 and Figure 13 show the distribution of these emissions by company.

FIGURE 13. BREAKDOWN OF EMISSIONS FROM TELEWORKING, BY COMPANY IN MEXICO

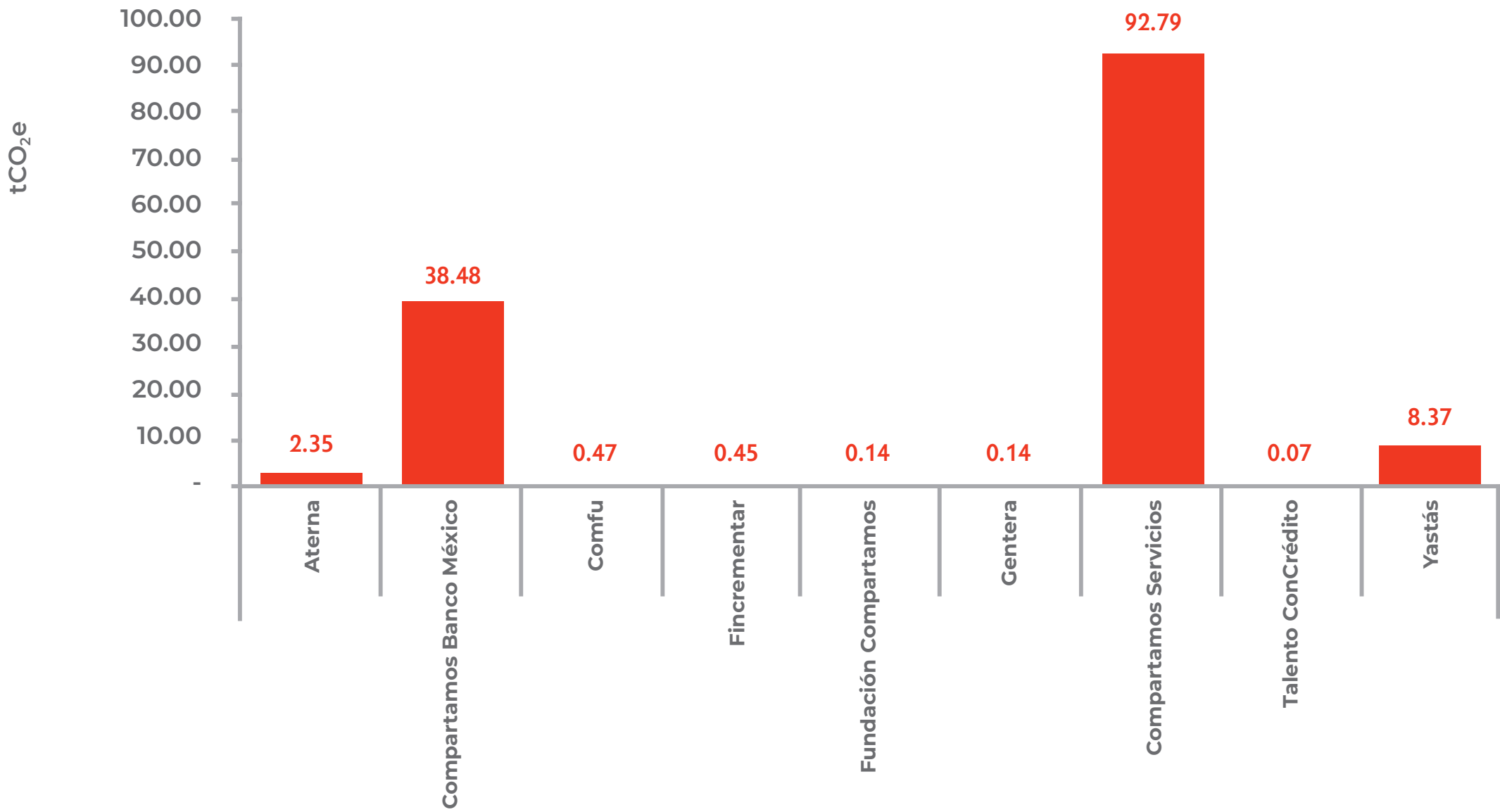
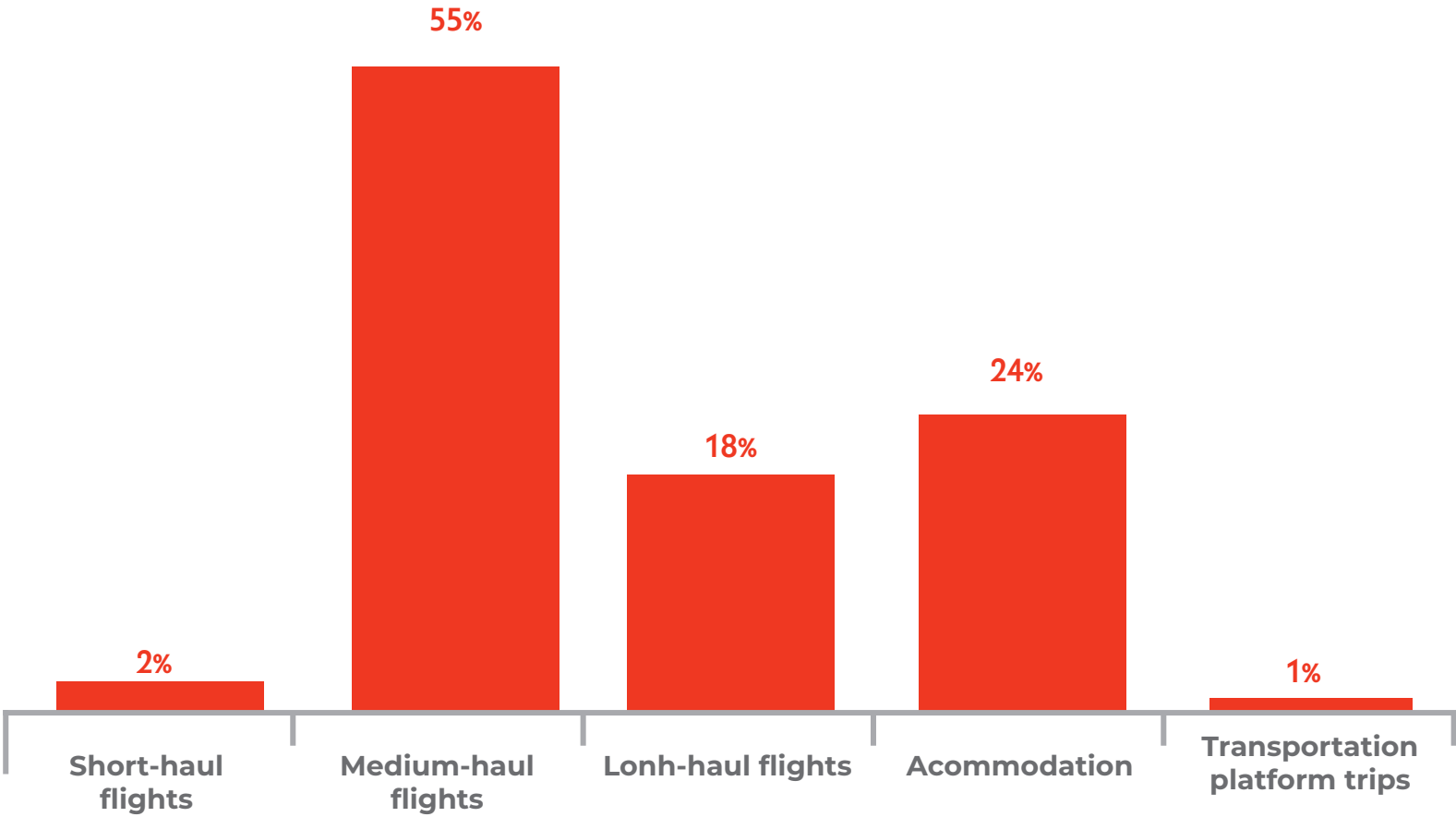


FIGURE 14. BREAKDOWN OF CATEGORY 6, SCOPE 3 EMISSIONS

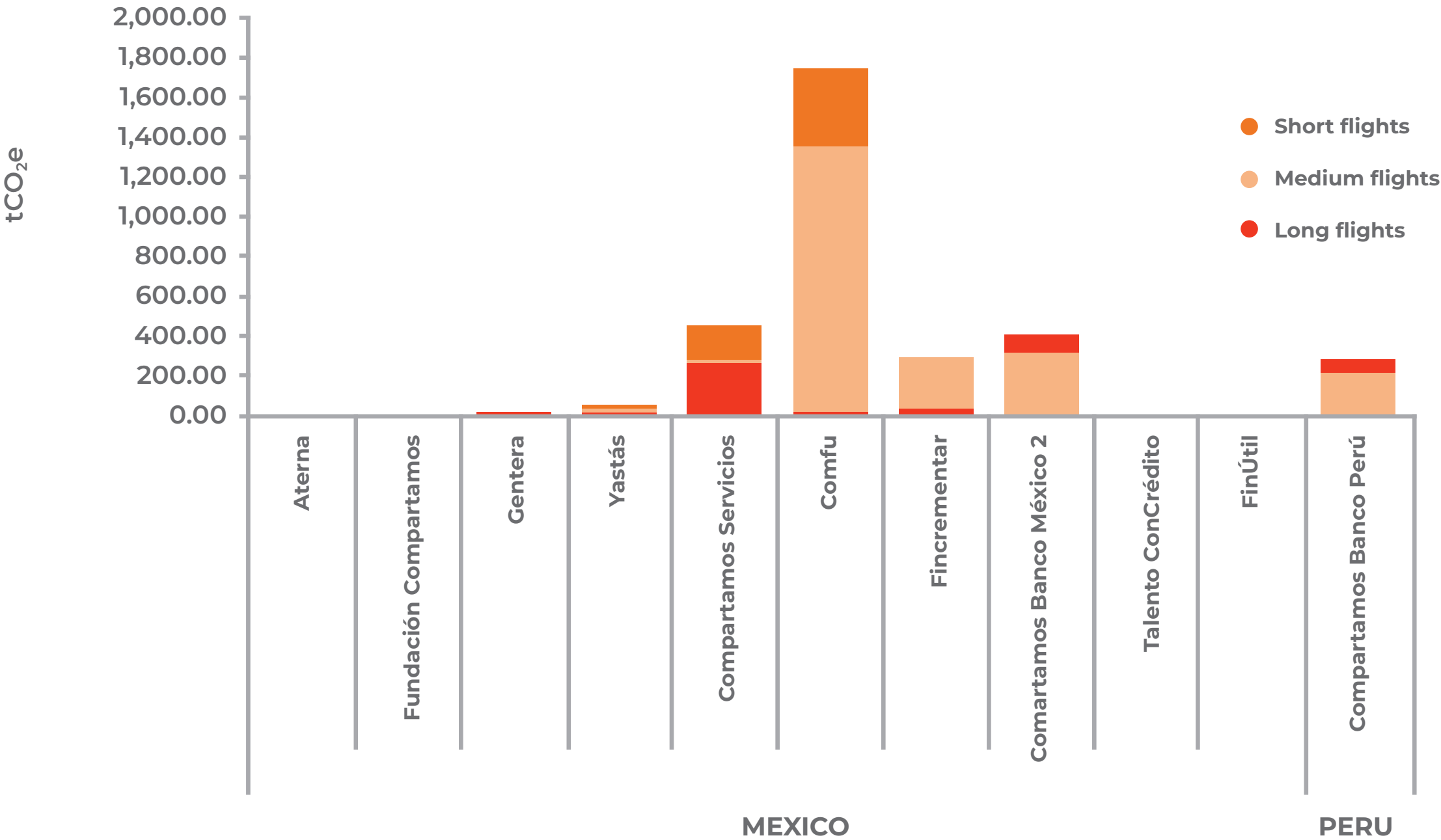


Category 6, business travel accounts for 28% of the emissions attributed to Scope 3 and includes air and ground transportation, as well as overnight stays.

Within this category, 55% of the emissions are attributable to medium-haul flights. Although these flights have a lower emission factor compared to short-haul and long-haul flights, the large number of kilometers traveled under this modality in 2025 resulted in higher associated emissions (Figure 14).

Unlike the previous reporting period, in which Compartamos Banco México was the main contributor to emissions from flights, in 2025, of the total emissions from flights, 53% were attributable to trips made by Comfu México personnel, followed by Compartamos Servicios with 14% and Compartamos Banco México with 13% (Figure 15).

FIGURE 15. DISTRIBUTION OF FLIGHT EMISSIONS BY COMPANY



After medium-haul flight emissions, accommodation-related emissions represent the next largest contribution. In this category, Compartamos Banco Perú, Compartamos Banco México, and Compartamos Servicios were the entities that contributed the most to accommodation related emissions (Figure 16). However, it is important to note that emissions in Peru may have been considerably higher due to the lack of a country specific emission factor, which required the use of the global average estimated by DEFRA<sup>23</sup>. In comparison, the emission factor for accommodation stays in Mexico is less than 50% of the emission factor applied for accommodation in Peru.

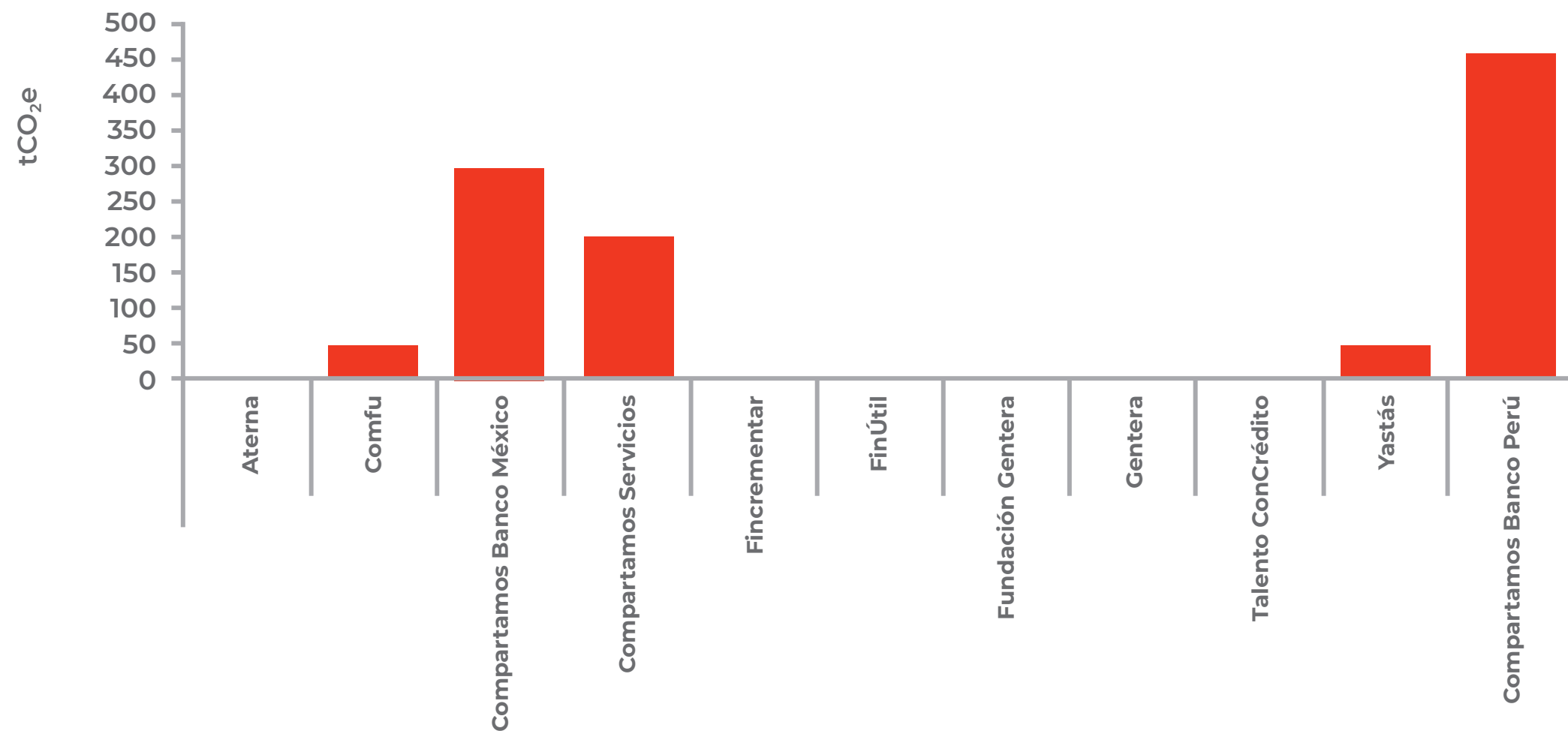
Regardless of this limitation, a common trend was observed across the three entities with the highest accommodation related emissions, in which more than 90% of their emissions were attributable to stays within their own country.

<sup>23</sup> Department for Environment Food & Rural Affairs. UK Government GHG Conversion Factors for Company Reporting.

## SEGÚN YO FALTA ESTE TEXTO

A diferencia del periodo de reporte anterior, en el que Compartamos Banco México fue la principal empresa que contribuyó a las emisiones por vuelos, en 2025, del total de emisiones por vuelos, un 53.13% se debieron a viajes realizados por personal de Comfu México, seguido de un 13.85% de Compartamos Servicios y un 12.61% de Compartamos Banco México (Figura 15).

FIGURE 16. DISTRIBUTION OF ACCOMMODATION RELATED EMISSIONS, BY COMPANY

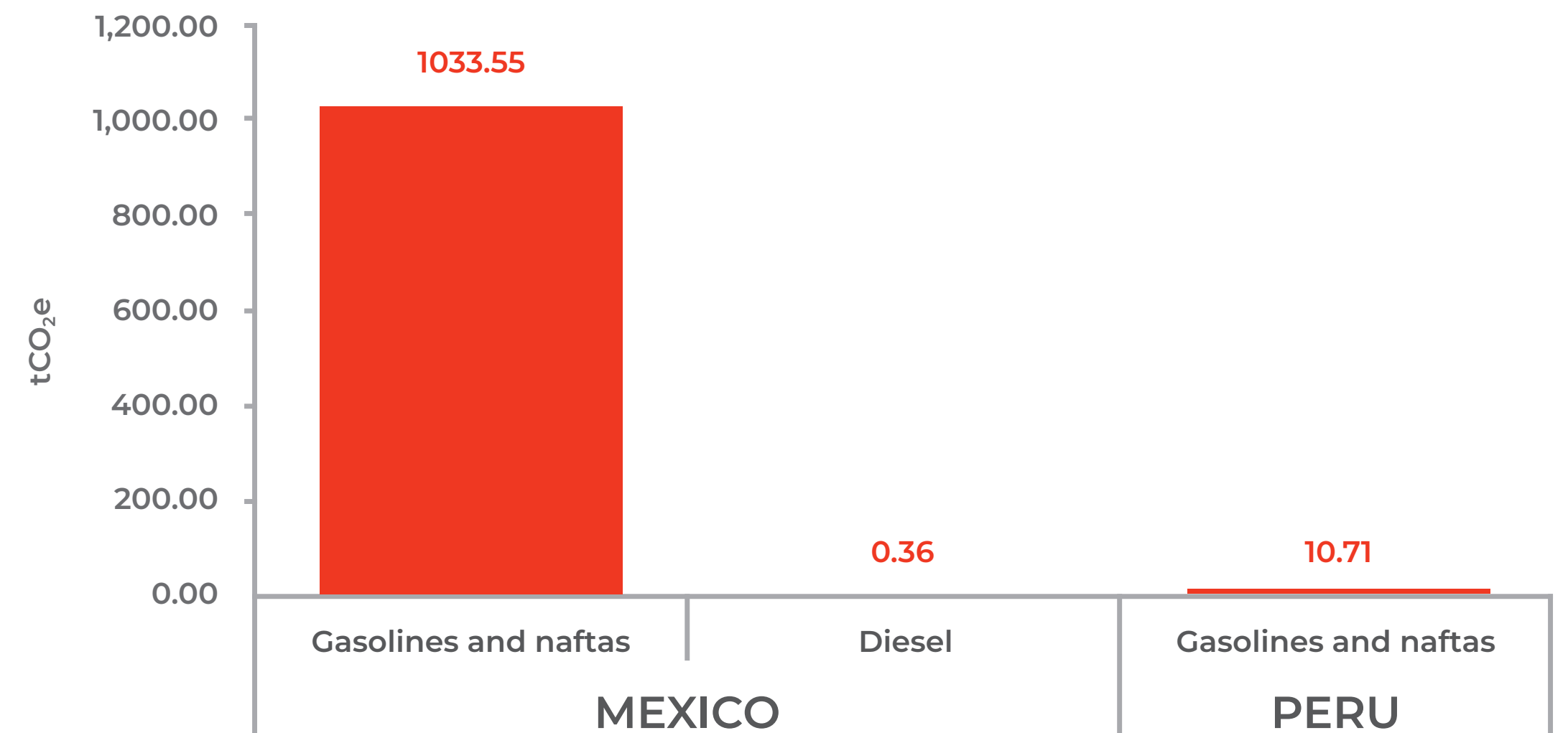


The third Scope 3 category with the highest emissions corresponds to Category 3, which is related to the energy sources consumed under Scope 1 and Scope 2.

This category accounted for 12% of indirect value chain emissions. This is mainly due to gasoline consumption, as shown in Figure 17, since diesel use showed

a notable reduction during the year and, in addition, part of its emissions were reassigned to Scope 3 in accordance with the methodological adjustments explained in Chapter 3.

FIGURE 17. DISTRIBUTION OF EMISSIONS IN CATEGORY 3, SCOPE 3 BY COUNTRY



The fourth Scope 3 category with the highest contribution to emissions is Category 2, which is related to the acquisition of capital goods, specifically the purchase of vehicles used as work tools by Gentera.

This category shows year-to-year variability in its results, as vehicle purchases are not made on an annual basis and depend on the needs of each reporting period. In 2025, this category contributed only 5% of Scope 3 emissions, and the main contributor to these purchases was Compartamos Banco México, accounting for 85% of vehicle purchases and, consequently, of the category’s emissions (Figure 18).

Subsequently, following a descending order of contribution, Category 8, upstream leased assets, is followed by Category 1, purchase of goods and services, and Category 5, waste generated. Together, these emission sources accounted for approximately 7% of Scope 3 emissions.

Category 8 was evaluated only for Mexico, with approximately 52% of emissions resulting from energy consumption at leased data centers, followed by 45% from the leasing of vehicles used as work tools (Figure 19).

FIGURE 18. BREAKDOWN OF EMISSIONS FROM THE PURCHASE OF WORK TOOL VEHICLES, BY COMPANY REAKDOWN OF EMISSIONS FROM THE PURCHASE OF WORK TOOL VEHICLES, BY COMPANY

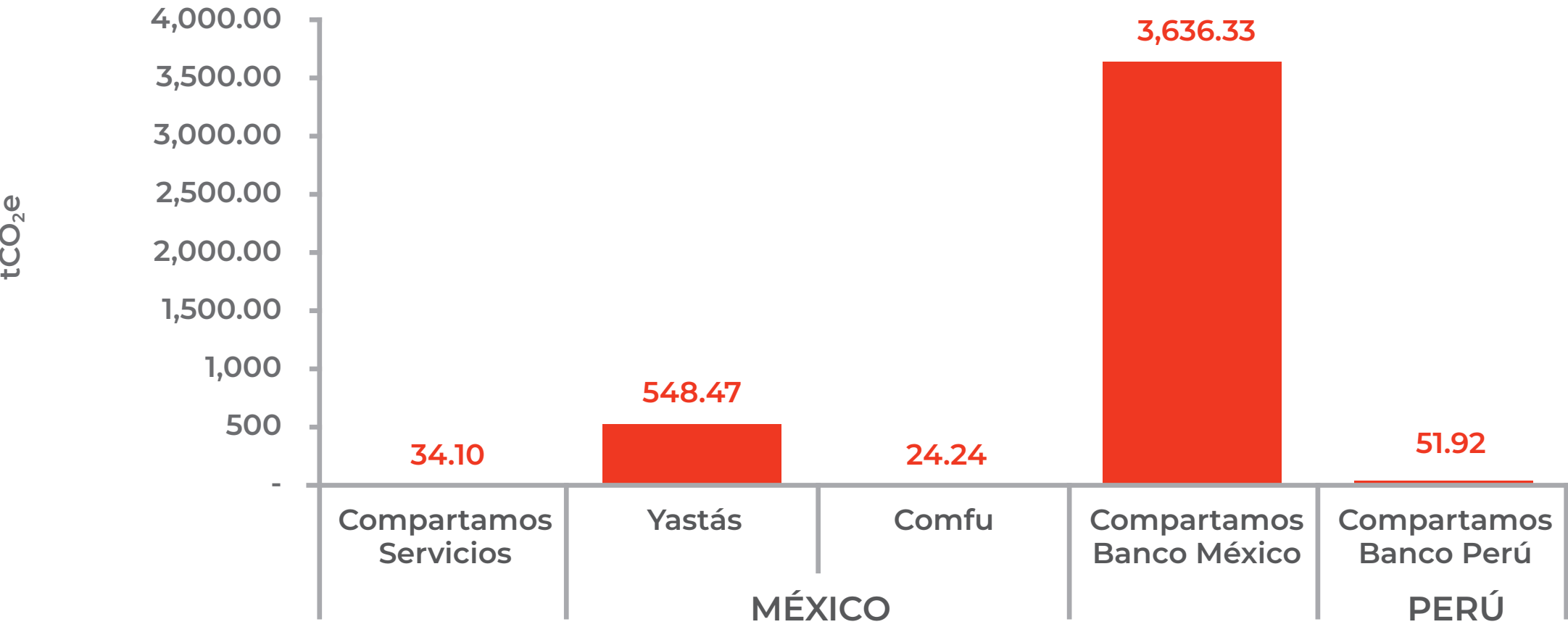
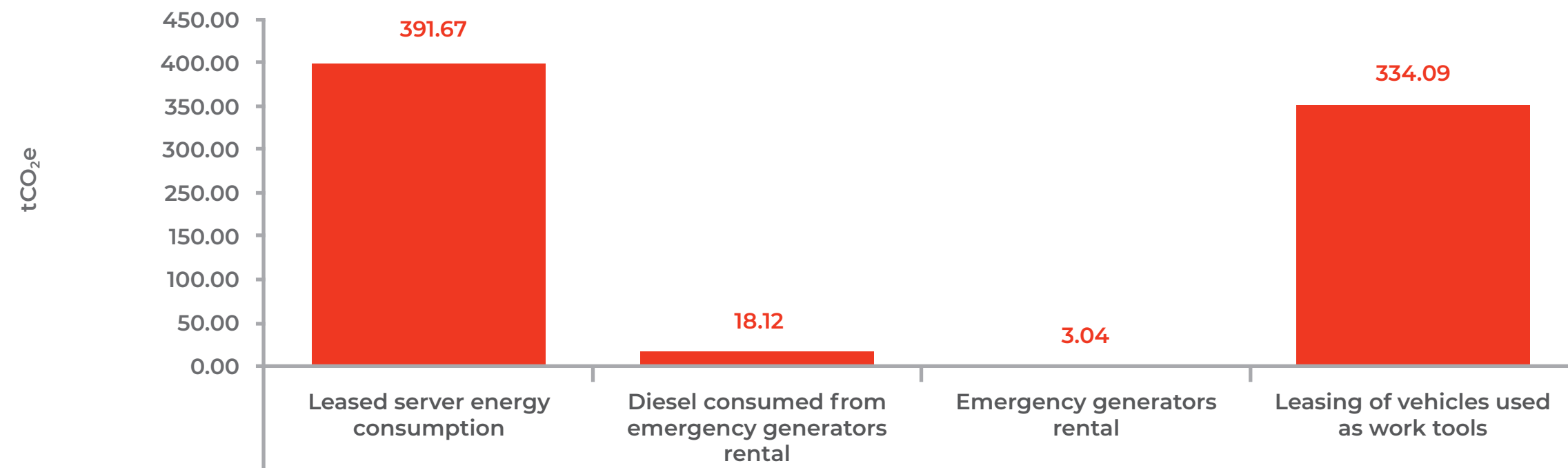


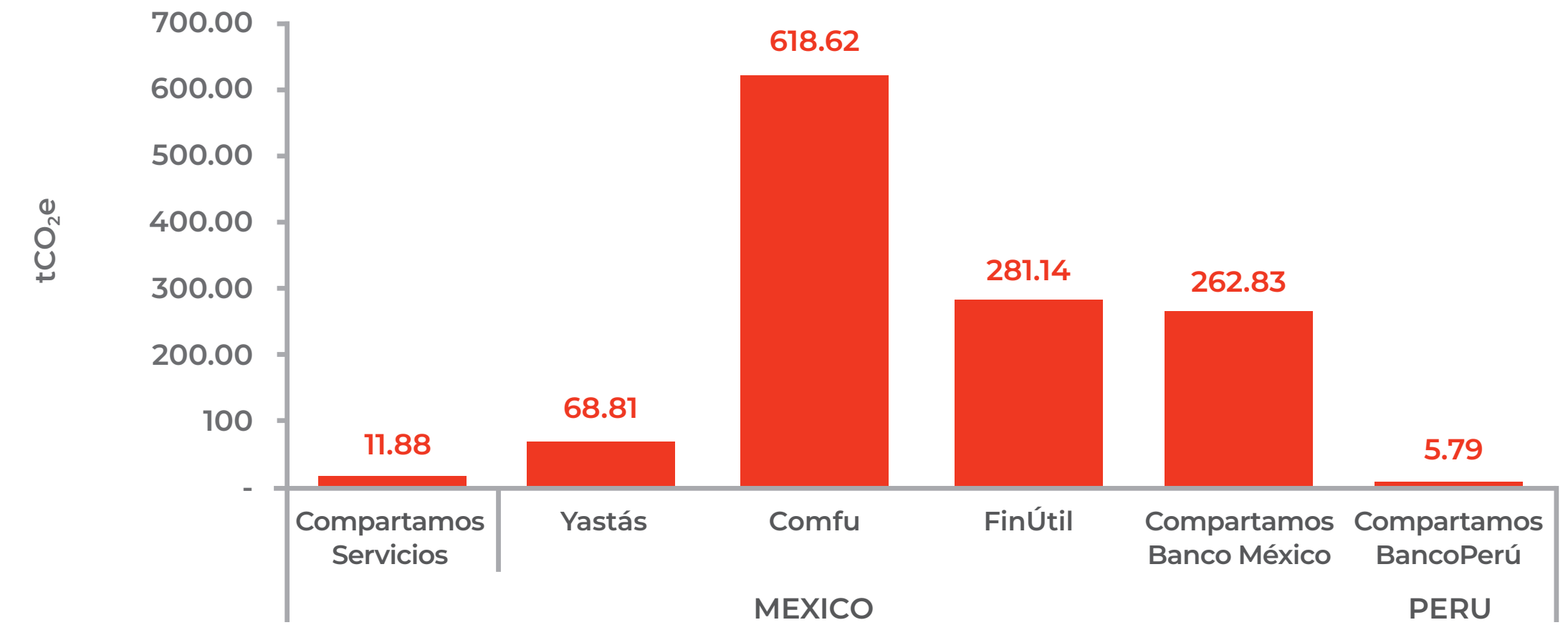
FIGURA 19. BREAKDOWN OF CATEGORY 8, SCOPE 3 EMISSIONS



Category 1, goods and services, contributed only 2% of Scope 3 emissions, potentially because during the reporting period only maintenance activities for vehicles used as work tools by Gentera were considered.

The entity with the largest contribution within this category was Comfu, accounting for 50%, followed by FinÚtil with 23% and Compartamos Banco México with 21%. Together, the remaining entities contributed only 7% of these emissions (Figure 20).

FIGURA 20. BREAKDOWN OF CATEGORY 1, SCOPE 3 EMISSIONS



Finally, Category 5, waste generated, made the lowest contribution to Scope 3 emissions, accounting for 0.3% of total emissions. The company with the highest contribution within this category was ConCrédito, followed by Compartamos Servicios and Compartamos Banco Perú. However, the same trend was observed across all entities, in which the management of inorganic waste disposed of in landfills was the main contributor to the environmental impact of this category (Figure 21).

FIGURA 21. BREAKDOWN OF CATEGORY 5, SCOPE 3 EMISSIONS

Figure 22 shows that, although Compartamos Banco generated a considerably higher volume of waste compared to the other companies, total emissions were very low because this waste consisted mainly of paper designed for recycling (as previously shown in Figure 21). In contrast, for the three entities with the highest contributions to emissions in this category, it can be observed that they generated a higher amount of inorganic waste that was disposed of in landfills.

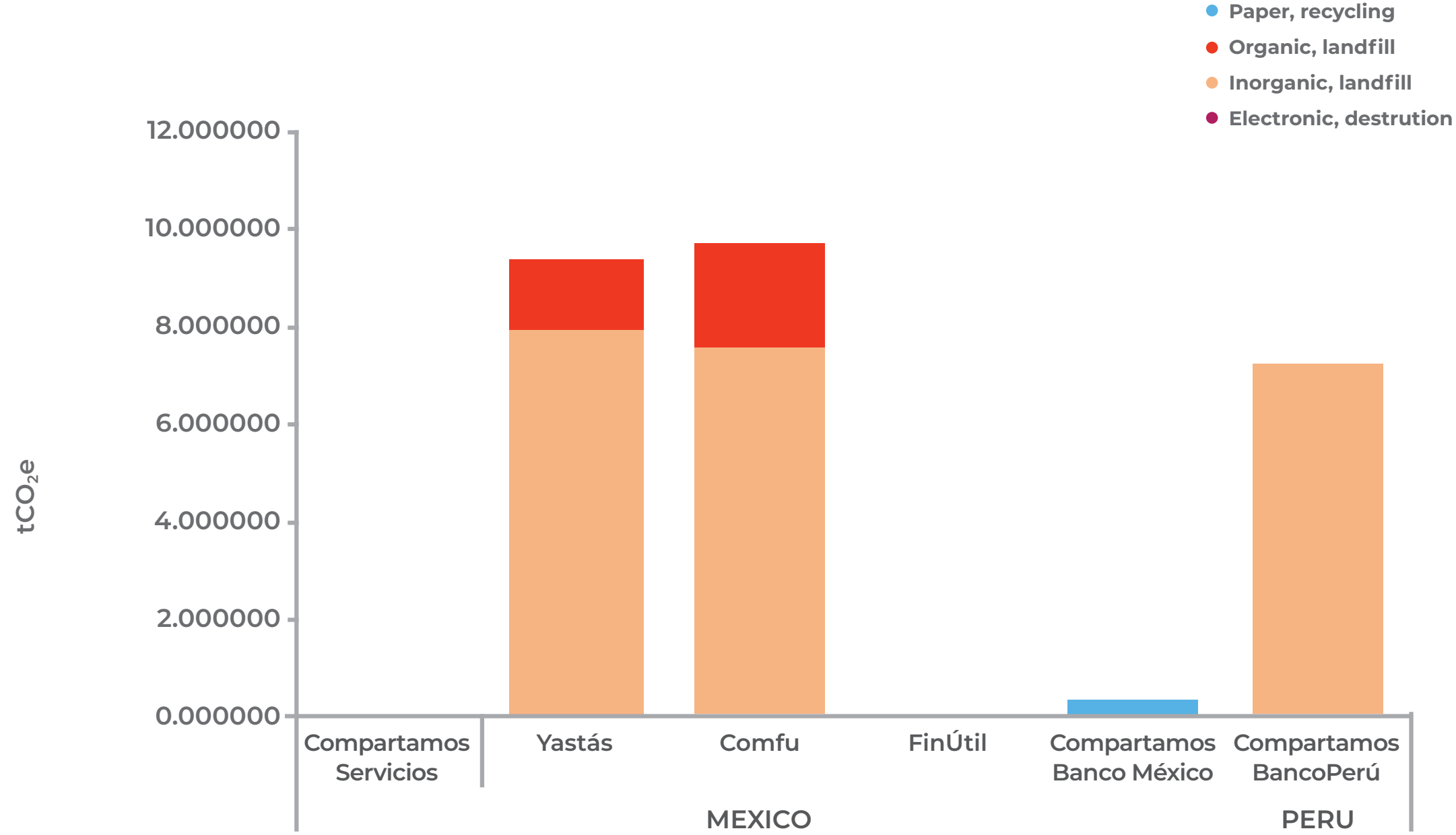
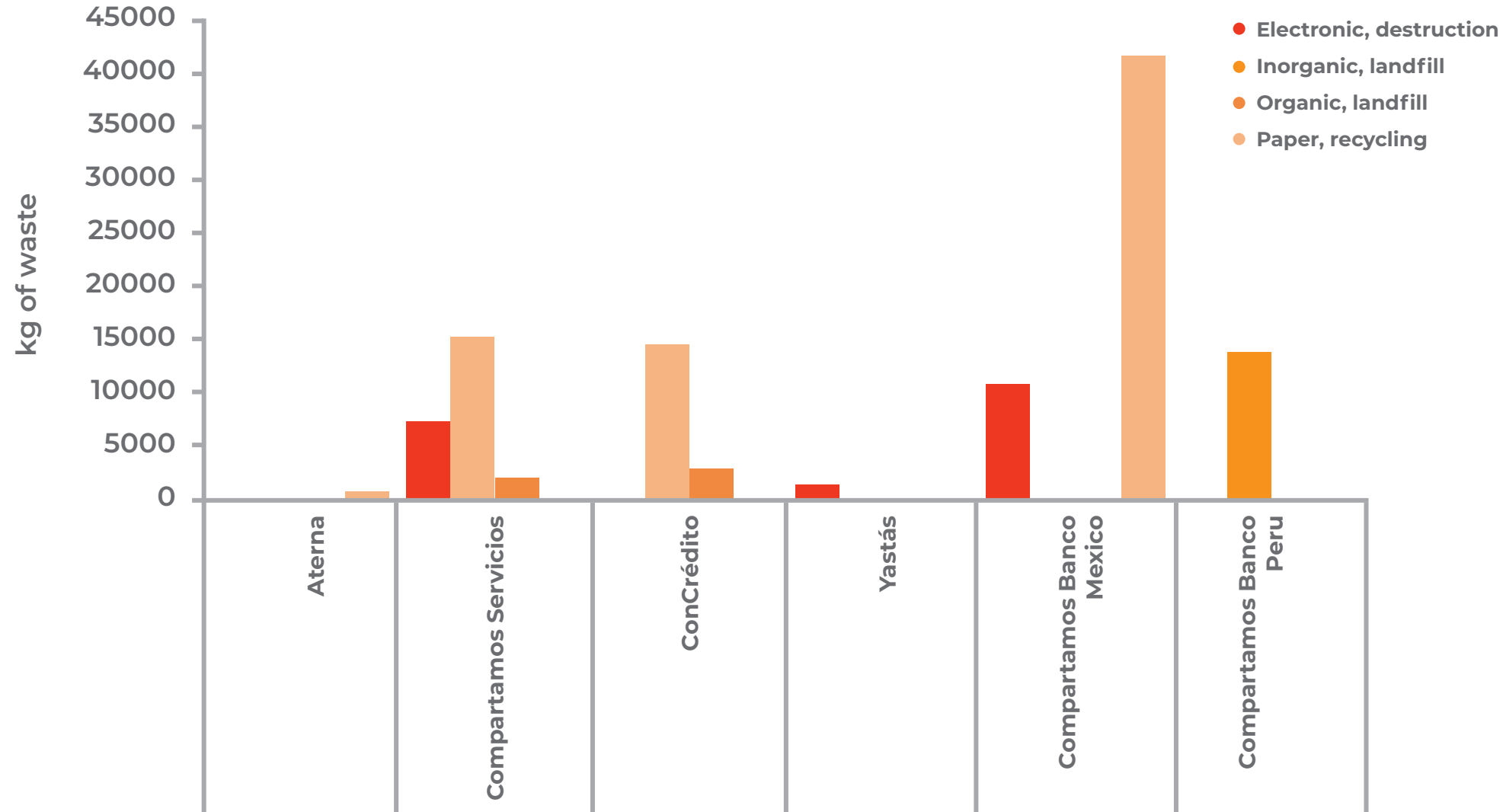


FIGURE 22. WASTE GENERATION BY COMPANY AND TYPE OF TREATMENT



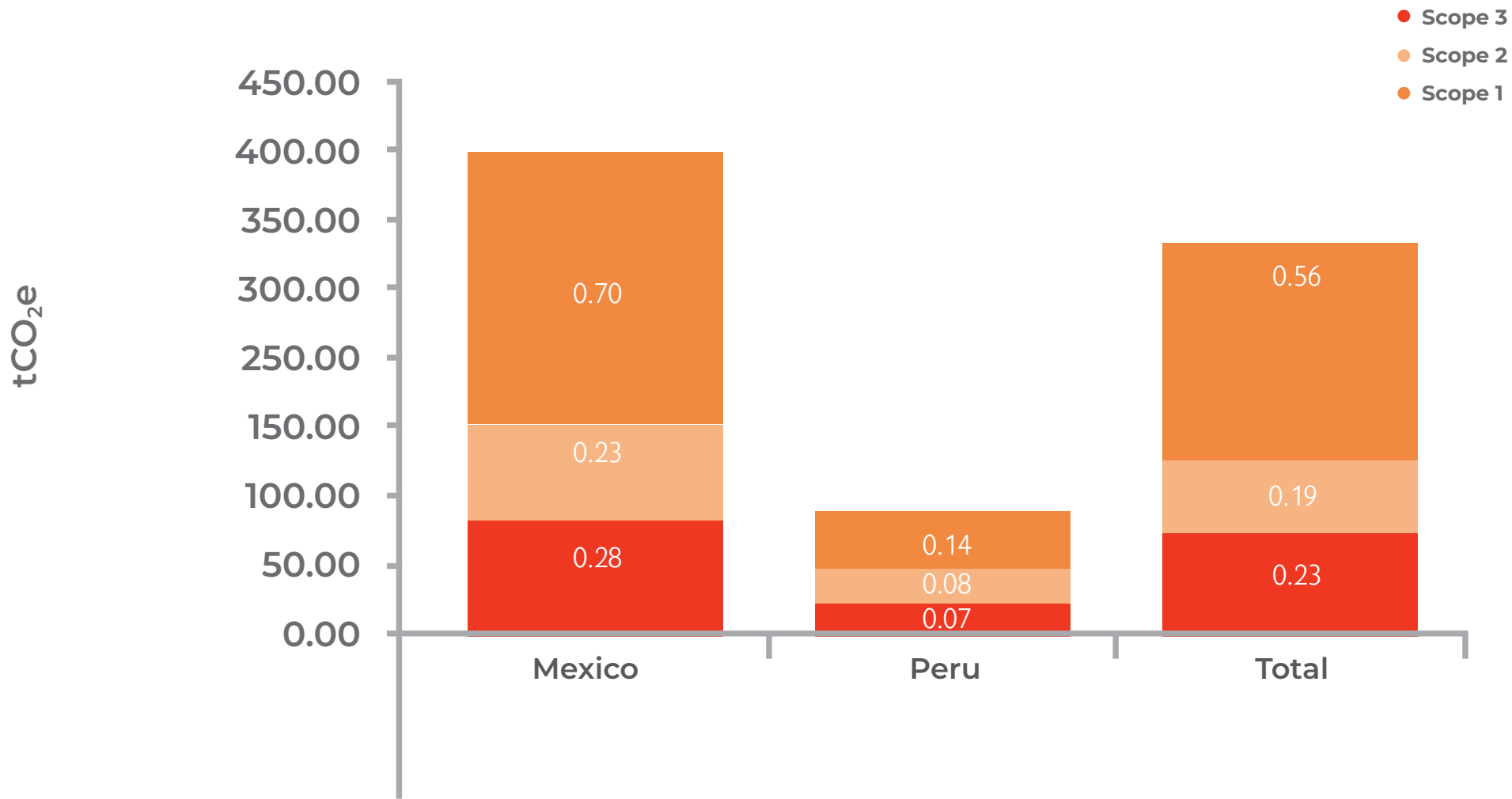
**Intensity metrics**

Intensity metrics or relative values make it possible to assess the performance of annual emissions generated in relation to the group’s actual operations and sustained growth. Figure 23 presents the greenhouse gas emissions intensity per employee, showing that, both at the Gentera level and at the country level, Scope 3 emissions represent the highest volume of CO2e per employee.

Only at the Mexico and Gentera levels does Scope 1 represent the second highest intensity metric, while in the case of Peru, this position is occupied by the Scope 2 intensity metric.



FIGURE 23. INTENSITY METRIC BY SCOPE AND BY COUNTRY

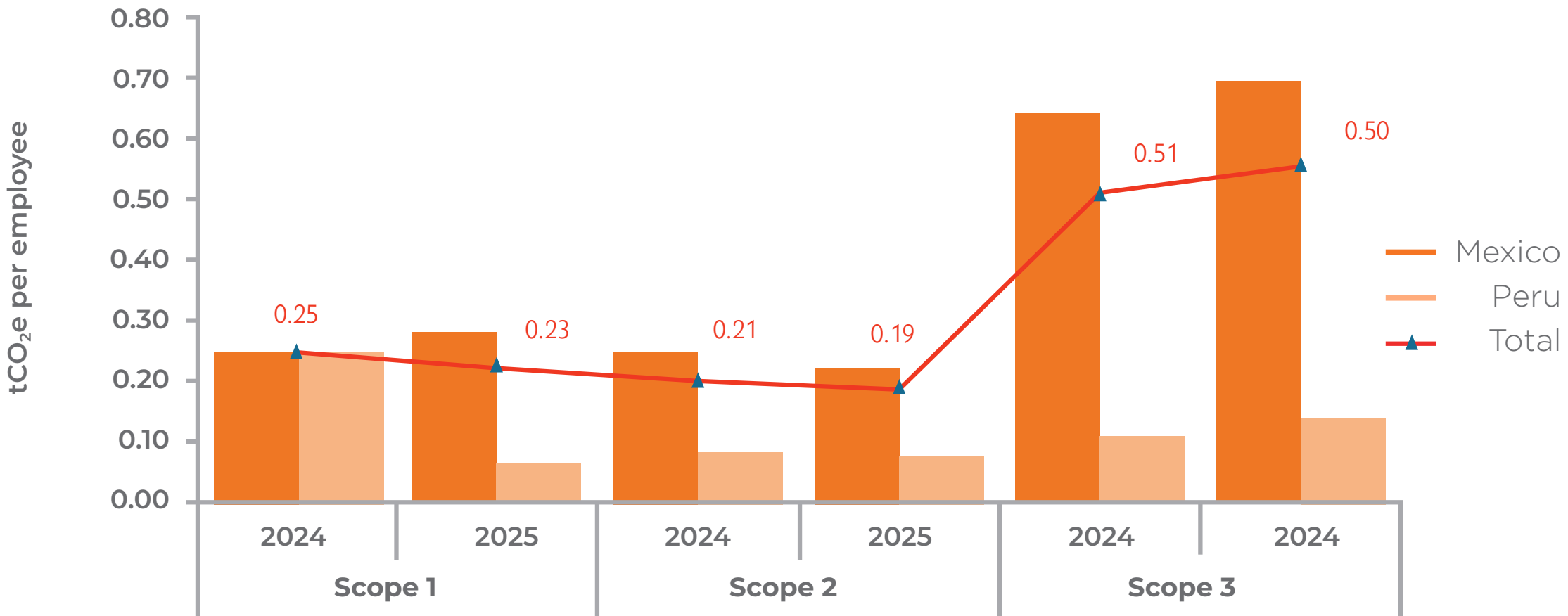


In Mexico, direct and indirect emissions are considerably higher, reaching 1.21 metric tons of carbon dioxide equivalent per employee (tCO<sub>2</sub>e per employee). In contrast, Peru records a value of 0.30 for the same metric.

At the group level, Gentera reports an emissions intensity metric of 0.98 tCO<sub>2</sub>e per employee.

Compared to the previous reporting period, Figure 24 shows that Mexico increased its Scope 1 and Scope 3 emissions per employee, while the Scope 2 intensity metric decreased. On the other hand, Peru significantly reduced its emissions per employee for Scope 1 and Scope 2 but showed a slight increase in the Scope 3 intensity metric.

FIGURE 24. TREND IN INTENSITY METRICS BY SCOPE AND BY COUNTRY



### Financial impact of GHG emissions

It is important to consider the financial impact that may result from GHG emissions when they are quantified. In particular, the potential cost associated with carbon taxes implemented by various countries, including Mexico, to discourage emissions should be assessed.

At the national level, Mexico has a federal carbon tax as well as environmental taxes at the state level. Taken together, these instruments generate an estimated average carbon price in the country of approximately 80 Mexican pesos per tCO<sub>2</sub>e (equivalent to about 4 USD per tCO<sub>2</sub>e)<sup>24</sup>, considering variability across jurisdictions.

Under this assumption and based on Gentera's reported direct emissions in Mexico under Scope 1 totaling 6,045.68 tCO<sub>2</sub>e, the potential financial impact associated with carbon pricing would amount to approximately 24,182.72 USD.

This calculation represents an approximation of the cost the organization could face under current regulatory schemes in Mexico. However, it is important to note that this value may increase in the future as carbon prices evolve, regulatory mechanisms become more stringent, or alignment with more demanding international benchmarks occurs.

In this context, the implementation of energy efficiency strategies, the transition to clean energy sources, and active emissions management not only reduce the carbon footprint but also help mitigate financial risks associated with these instruments.

### Social cost of carbon

The social cost of carbon (SCC) is an economic metric that estimates the monetary value of the negative impacts associated with greenhouse gas emissions, particularly carbon dioxide. This indicator integrates the effects of climate change on health, productivity, ecosystems, and infrastructure, allowing environmental externalities to be expressed in economic terms.

Estimating the social cost of carbon is relevant for strengthening the organization's climate management, as it facilitates an understanding of the impact of its emissions beyond operational and financial boundaries, supporting strategic decision making, risk identification, and the definition of mitigation actions.

In recent years, SCC estimates have evolved significantly as a result of improvements in climate models, greater incorporation of long-term risks, and the use of lower discount rates. These advances have enabled a more accurate reflection of the economic value of future climate change impacts.

For its calculation, recent estimates from the EPA were used as a reference. Specifically, a value of USD 190 per tCO<sub>2</sub>e<sup>25</sup> (2020 USD per tCO<sub>2</sub>e) was applied, corresponding to a scenario with a two percent discount rate. This value represents a methodological update compared to historical estimates, incorporating an improved representation of long-term climate risks and a more robust valuation of the economic damage associated with climate change.

<sup>24</sup> Average price taken from the World Bank Group's Carbon Pricing Dashboard.

Based on this approach, the estimated social cost of carbon amounts to USD 4,875,153 (2020 USD) in Mexico and USD 398,423 (2020 USD) in Peru, resulting in a consolidated total of USD 5,273,576 (2020 USD)<sup>26</sup>.

These values do not represent a direct financial cost for Gentera, but rather an estimate of the potential economic impact its emissions impose on society.



<sup>25</sup> The social cost of carbon expressed in constant 2020 dollars (USD 2020), according to EPA estimates, was used instead of its updated 2023 equivalent, in order to maintain methodological consistency and comparability, without incorporating inflation effects into the analysis.

<sup>26</sup> Direct and indirect Scope 1, 2, and 3 emissions are considered.

## Chapter 5

# Conclusions

During the 2025 reporting period, Gentera's emissions reached a total of 27,755.66 tCO<sub>2</sub>e under the location-based approach and 27,364.26 tCO<sub>2</sub>e under the market-based approach. In both cases, most environmental impacts originated from activities related to the value chain, reinforcing the importance of working with suppliers that integrate sustainable practices, particularly in critical operations such as data center leasing, where the use of lower carbon intensity electricity has a significant effect under the market-based approach.

At the operational level, direct emissions under Scope 1 and Scope 2 showed a combined reduction of 4%, mainly attributable to the sale of the gasoline motorcycle fleet of Compartamos Banco Perú and a reduction in electricity consumption. Additionally, there was a decrease in the use of emergency power generators, and a methodological reclassification of diesel consumed by leased mobile generators toward Scope 3, Category 8. However, value chain emissions under Scope 3 increased by 12%, driven both by strengthened calculation processes and by an expansion of activity data inputs, including, for example, the incorporation of corporate travel conducted through transportation platforms and a more robust data collection process for employee commuting.

The detailed analysis confirms that Scope 3 continues to be the main contributor to Gentera's carbon footprint, representing 57% of total emissions. Within this scope, Category 7, employee commuting and related activities, once again represented the largest share, with 7,604.58 tCO<sub>2</sub>e. These emissions were primarily driven by gasoline consumption from vehicles provided as an employee benefit and by the predominance of private cars as the main mode of transportation to CEAS. In fact, although approximately 50% of employees use a private car or van to commute to the workplace, this mode accounts for 92% of the category's emissions, due to its relatively high emission factor per passenger kilometer compared to public transportation or carpooling.

Likewise, Category 6, business travel, emerged as the second largest source of impact within Scope 3, driven by the high proportion of kilometers traveled on medium-haul flights. In 2025, Comfu México accounted for more than half of flight related emissions, replacing the trend observed in previous years in which Compartamos Banco México was the main contributor.

# Other relevant factors identified during the reporting period include the following:

- ▶ The consumption of refrigerant R 410a continues to be the main source of fugitive emissions, highlighting an opportunity to accelerate the replacement of equipment with alternatives that have lower GWP.
- ▶ In Peru, indirect emissions from electricity consumption remain sensitive to the average emission factor of the national energy mix, reinforcing the recommendation to identify supplier specific factors to improve calculation accuracy.
- ▶ Category 3 (fuels and energy consumed under Scope 1 and Scope 2) represented 12% of Scope 3 emissions, mainly due to gasoline use, while diesel related emissions were reduced and partially reclassified.
- ▶ Categories 1, 2, and 5 made a relatively minor contribution, although their behavior depends on the volume of capital asset purchases, waste generation, and vehicle maintenance activities.

Overall, the results reaffirm the need to continue improving the quality and accuracy of collected data, strengthen the monitoring of energy consumption, and intensify efforts focused on employee mobility, energy efficiency, technological transition of refrigerants, and optimization of corporate travel. In addition, the clear concentration of emissions within specific categories allows for better prioritization of reduction actions with significant and measurable impact in the coming years..

# Opportunities for improvement

As part of a continuous improvement process in the quantification, consolidation, and analysis of the greenhouse gas emissions inventory, as well as in the identification of reduction initiatives, several opportunities are presented below to strengthen methodological accuracy, data traceability, and the operational efficiency of the process.

- ▶▶ It is recommended to consolidate an internal control system that specifies, for each company within the group, the applicable emission sources, the area responsible for their management, and the unit that executes the associated payments. This measure will facilitate not only the integration of the annual inventory, but also subsequent compliance with the Basic Sustainability Indicators established by the Sustainability Reporting Standards, ensuring consistency and cross-functional alignment.
- ▶▶ Likewise, it is advisable to promote the inclusion of documentary evidence or verifiable support in all data collection templates. In cases where such documentation is not available, a preliminary review process could be implemented to allow for the timely identification of calculation errors, inconsistencies with previous years, or discrepancies resulting from manual data entry. This preventive control is key to ensuring the quality and reliability of the inventory.
- ▶▶ With regard to resource management, it is recommended to continue strengthening the collection of specific data on water consumption and waste generation. In particular, for waste, it would be ideal to have a systematic record of exact volumes in kilograms and final disposal manifests,

which would allow a more accurate reflection of the emissions associated with waste treatment and disposal routes.

- ▶▶ Additionally, it was identified that Compartamos Banco México, Compartamos Banco Perú, and Fincrementar still use equipment that operates with refrigerant R 410a, a gas with a high global warming potential. Therefore, it is recommended to assess the gradual replacement of this equipment with technologies that use refrigerants with lower global warming potential, such as R 32, or alternatively, with units that exhibit lower leak rates, considering that fugitive emissions represent a significant share of Scope 1 emissions.
- ▶▶ Regarding electricity consumption in Peru, it would be valuable to confirm whether energy suppliers have specific and certified emission factors. This would make it possible to replace the current reliance on the national average factor and improve the accuracy of Scope 2 emission calculations.
- ▶▶ With respect to data collection on employee commuting, it is recommended to clearly define which work centers will be covered by the survey and to complement the questionnaire with questions that allow for precise identification of the office or branch each employee regularly visits, as well as the frequency of those visits. Additionally, it is suggested to include the option “Bus” within the list of transportation modes, as it has an emission factor distinct from that of integrated public transportation systems such as metro, bus rapid transit, and light rail.

▶▶ Given that the emission factor for accommodation nights in Peru is based on a global average from the DEFRA database, it is recommended to assess the feasibility of obtaining country specific emission factors directly from the hotels or accommodation facilities used by employees during business travel in Peru. Access to this primary data would enable more realistic results with reduced uncertainty.

Finally, based on the results of the 2025 analysis, additional relevant areas for improvement were identified. These include strengthening internal policies to promote sustainable employee mobility, including incentives for the use of public transportation or formal carpool schemes; improving the control and planning of corporate travel, particularly medium-haul and long-haul trips, which represent a significant share of Scope 3 emissions; and consolidating a technological transition strategy to reduce dependence on gasoline use in employee benefit vehicles, which currently constitute the single largest source of emissions within the group.



<sup>27</sup> This information is also particularly relevant for employees assigned to the CEAS, in order to ensure that there is no double counting of emissions in Category 7, both from remote work and from commuting to the workplace

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## Chapter 6

# Annexes

### Annex 1. Formulas from the 2006 IPCC Guidelines for Greenhouse Gas Inventories – Volume 2: Energy

Scope 1 GHG emissions: Calculation of emissions from fuel consumption in stationary and mobile sources

This calculation consists of estimating fuel consumption in terajoules (TJ).

$$\text{Consumption } TJ_{\alpha} = \sum (\text{FuelConsumption}_{\alpha} \times \text{NCV}_{\alpha})$$

Where:

$TJ_{\alpha}$	Consumption TJ, Annual consumption in TJ by fuel type
$EF_{GEI}$	FuelConsumption $_{\alpha}$
$NCV_{\alpha}$	Fuel consumed Net calorific value by fuel type

Calculation of CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions

$$\text{GHG Emissions } CO_2\alpha = \text{CONSUMO } TJ_{\alpha} \times FE_{\alpha}$$

$$\text{GHG Emissions } CH_4\alpha = \text{CONSUMO } TJ_{\alpha} \times FE_{\alpha}$$

$$\text{GHG Emissions } N_2O\alpha = \text{CONSUMO } TJ_{\alpha} \times FE_{\alpha}$$

Where:

GHG Emissions CO<sub>2</sub>α = CO<sub>2</sub> emissions by fuel type α in tCO<sub>2</sub>/year.

GHG Emissions CH<sub>4</sub>α = ECH<sub>4</sub> emissions by fuel type α in tCO<sub>2</sub>/year

GHG Emissions N<sub>2</sub>Oα = N<sub>2</sub>O emissions by fuel type α in tCO<sub>2</sub>/year

Consumption TJα      Consumption in TJ by fuel type α

EFα      Emission factor by fuel type and source type

Total greenhouse gas emissions

$$\text{GHG Emissions} = CO_2 \text{ Emissions} + (CH_4 \text{ Emissions} \times GWP_{CH_4}) + (N_2O \text{ Emissions} \times GWP_{N_2O})$$

Where:

GHG Emissions      Total greenhouse gas emissions, expressed in tCO<sub>2</sub>e, generated from annual energy consumption

$EF_{GEI}$       Emission factor for electricity consumption by GHG type: CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O

GWP      Global warming potential by GHG type CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O

Scope 2 GHG calculation: This calculation consists of estimating emissions of each GHG generated from electricity consumption

$$\text{GHG Emissions from electricity consumption} = \text{Electricity consumption} \times EF_{GEI}$$

Where:

Electricity consumption      Represents electricity consumption. This electricity is generated by a third party and is expressed in kWh per year or MWh per year.

EF (GEI)      Emission factor for electricity consumption, by type of GHG: CO<sub>2</sub>, CH<sub>4</sub> y N<sub>2</sub>O

Scope 3 GHG emissions: Calculation of emissions from mobile sources (flights)

GHG emissions calculation: This calculation consists of estimating the emissions of each GHG generated by the distance traveled on flights.

$$\text{GHG emissions from flights} = \text{Distance traveled} \times EF_{GEI}$$

Where:

Distance traveled Represents the distance traveled on flights taken by the company, expressed in kilometers (km) or miles (mi).

$EF_{GEI}$  Emission factor by vehicle type and type of transport used, by  $CO_2$ ,  $CH_4$  and  $N_2O$

Scope 3 GHG emissions: Calculation of emissions from fuel consumption in mobile sources (gasoline vouchers)

This calculation consists of estimating fuel consumption in terajoules (TJ).

$$\text{Consumption } TJ_{\alpha} = \sum (\text{FuelConsumption}_{\alpha} \times VCN_{\alpha})$$

Where:

$TJ_{(\alpha)}$  Annual consumption in terajoules by fuel type

$\text{FuelConsumption}_{(\alpha)}$  Fuel consumed

$NCV_{\alpha}$  Net calorific value by fuel type

Calculation of  $CO_2$ ,  $CH_4$  and  $N_2O$  emissions

$$\begin{aligned} \text{Emissions GHG } CO_2\alpha &= \text{Consumption } TJ_{\alpha} \times FE_{\alpha} \\ \text{Emissions GHG } CH_4\alpha &= \text{Consumption } TJ_{\alpha} \times FE_{\alpha} \\ \text{Emissions GHG } N_2O\alpha &= \text{Consumption } TJ_{\alpha} \times FE_{\alpha} \end{aligned}$$

Where:

GHG Emissions  $CO_2\alpha$  = Emisiones de  $CO_2$  por tipo de combustible ( $\alpha$ ) en  $tCO_2/año$ .

GHG Emissions  $CH_4\alpha$  = Emisiones de  $CH_4$  por tipo de combustible ( $\alpha$ ) en  $tCO_2/año$

GHG Emissions  $N_2O\alpha$  = Emisiones de  $N_2O$  por tipo de combustible ( $\alpha$ ) en  $tCO_2/año$

Consumption  $TJ(\alpha)$  Consumption in TJ by fuel type ( $\alpha$ )

$EF_{\alpha}$  Emission factor by fuel type and source type

$$\begin{aligned} \text{Emissions GHG} &= \text{Emissions } CO_2 + \text{Emissions } CH_4 \times GWP_{CH_4} \times \\ &+ \text{Emissions } N_2O \times GWP_{N_2O} \end{aligned}$$

Where:

Emissions GHG Indirect GHG emissions expressed in tonnes of  $CO_2e$ , generated from annual energy consumption

$EF_{GEI}$  Emission factor for electricity consumption, by GHG type:  $CO_2$ ,  $CH_4$  and  $N_2O$

GWP Global warming potential by GHG type :  $CO_2$ ,  $CH_4$  and  $N_2O$

Annex 2. Comparison of consumption and emissions for the years 2021 to 2025

TABLE 27. HISTORICAL EMISSIONS AND ENERGY CONSUMPTION, NET VALUES AND PER EMPLOYEE

Consumption and emissions	2021		2022		2023		2024		2025	
	Net	Per employee	Net	Per employee	Net	Per employee	Net	Per employee	Net	Per employee
Fuel (liters)	2,098,428	103.85	3,307,031	152.37	1,875,429	75.44	1,776,363	65.55	1,798,123	63.56
Electricity (MWh)	14,206	0.70	14,283	0.66	14,479	0.58	14,111	0.52	14,085	0.50
Scope 1 emissions (tCO <sub>2</sub> e)	4,372	0.22	7,728	0.36	6,541	0.26	6,783	0.25	6,540	0.23
Scope 2 emissions 2 (tCO <sub>2</sub> e)	6,101	0.30	6,275	0.29	0.6,354	0.26	5,621	0.21	5,433	0.19
Total Scope 1 and Scope 2 emissions (tCO <sub>2</sub> e)	10,473	0.52	14,003	0.64	12,895	0.52	12,403	0.64	15,782	0.56

TABLE 28. HISTORICAL TOTAL NUMBER OF GENTERA EMPLOYEES IN MEXICO AND PERU

Employees	2021	2022	2023	2024	2025
	20,206	21,704	24,861	27,101	28,296

Annex 3. Emissions by business unit

TABLE 29. TOTAL EMISSIONS BY SCOPE AND METHODOLOGY, PRESENTED BY COUNTRY, BROKEN DOWN BY COMPANY

Country	Operation	Scope 1 emissions (tCO <sub>2</sub> e)	Scope 2 emissions (tCO <sub>2</sub> e)	Scope 3 emissions (Location based) (tCO <sub>2</sub> e)	Scope 3 emissions (Market based) (tCO <sub>2</sub> e)	Total emissions (LB) (tCO <sub>2</sub> e)	Total emissions (MB) (tCO <sub>2</sub> e)
Mexico	Fundación Compartamos	-	-	1	1	1	1
	Alternativa	-	-	49	49	49	49
	ConCrédito*	289	106	7,877	7,877	8,272	8,272
	Yastás	607	-	1,220	1,220	1,826	1,826
	Compartamos Banco	5,143	4,048	3,184	2,792	12,375	11,984
	Compartamos Servicios**	7	690	2,438	2,438	3,135	3,135
Peru	Compartamos Banco	404	589	1,014	1,014	2,097	2,097

\* ConCrédito's emissions include Talento ConCrédito, Fincrementar, Union Construct, FinÚtil, and Comfu.

\*\* Emissions reported under Compartamos Servicios include Gentera (CEAS).



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