

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
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Guggenheim Museum Bilbao
Greenhouse Gas (GHG) Inventory 2022 Report

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

TABLE OF CONTENTS

1. INTRODUCTION AND SCOPE	1
2. ORGANIZATIONAL BOUNDARIES	2
3. LIMITS OF THIS REPORT	3
4. BASE YEAR	7
5. QUANTIFICATION OF EMISSIONS	8
5.1 CATEGORY 1: DIRECT EMISSIONS AND REMOVALS	8
5.2 CATEGORY 2: INDIRECT EMISSIONS FROM IMPORTED ELECTRICITY CONSUMED	10
5.3 CATEGORY 3: INDIRECT GHG EMISSIONS RELATED TO TRANSPORTATION	10
5.4 CATEGORY 4: INDIRECT GHG EMISSIONS CAUSED BY THE PRODUCTS USED BY THE ORGANIZATION	10
5.5 TOTAL EMISSIONS	11
6. QUANTIFICATION METHODOLOGY	12
7. IMPACT OF UNCERTAINTY	15
8. MITIGATION ACTIVITIES	16
9. IMPROVEMENT ACTIONS	16

1. INTRODUCTION AND SCOPE

The Guggenheim Museum Bilbao Foundation is a cultural institution responsible for managing, operating, maintaining, conserving, and promoting the Guggenheim Museum Bilbao.

Since it was founded in October of 1997, the Museum has collected, conserved, and exhibited the art of the 20th century in an iconic work of architecture. Furthermore has consolidated its status as a cultural symbol of the economic revival of the Basque Country and of the international orientation of the Guggenheim Constellation of museums, thus achieving the goals established at the time of its founding.

Furthermore, an integral component of the Guggenheim Museum Bilbao Foundation's goals is contributing to environmental protection. In this sense, its Environmental Policy states that one of the fundamental goals of all activities carried out must be to conserve the environment in a way that is compatible with the nature, magnitude, and environmental impacts of the Museum.

In 2004, the Museum obtained ISO 14001 certification for its environmental management system. Since then, it has implemented measures aiming to reduce its environmental impact, in line with its commitment to environmental conservation and conducting its operations in line with the principles of sustainable development.

The Guggenheim Museum Bilbao created a Strategic Plan 2021–2030 which establishes ten strategic commitments, among which the Museum’s environmental purpose is particularly salient. As a part of it, the institution commits to continue to strive to minimize its environmental impact through the development and implementation of sustainable energy solutions and non-polluting processes, encouraging activities seeking eco-efficiency.

The Guggenheim Museum Bilbao Foundation is publishing this report in order to facilitate the verification of its greenhouse gas inventory and to provide transparent information on the Museum’s emissions to its interest groups, in line with the commitments that it has made as a part of the Environmental Policy approved by the Executive Committee in the 2017 financial year.

The greenhouse gas (GHG) emissions inventory has been calculated in accordance with the requirements of international standard UNE-EN ISO 14064-1:2019 “Greenhouse gases - Part 1: Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals.” This report, which is the main tool for reporting on said inventory, has the following three goals:

- To know the scope of the the Guggenheim Museum Bilbao's GHG emissions.
- To report both internally and externally on the emissions generated by the Guggenheim Museum Bilbao’s operations.

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

- To identify opportunities for improvement in terms of energy efficiency.
- To continue to be a pioneering organization in the field of sustainable management.
- To be able to reduce or optimize the Museum’s energy consumption, thus achieving a reduction in GHG emissions.

This report uses data from the 2022 GHG inventory.

Creating said inventory and publishing this report is the responsibility of the Museum’s **Facilities and Maintenance Department**.

2. ORGANIZATIONAL BOUNDARIES

The GHG inventory presented in this report was created using an “Operational Control” approach, as this is the most representative of the organization’s activities.

The Guggenheim Museum Bilbao has considered all GHG emissions and removals generated at the facilities that it controls, as well as the GHG emissions generated during the transportation of artwork for the exhibitions in which it participates.

In accordance with the above definition, the following facilities are included in the GHG inventory:

Organizational Boundaries			
Tag	Tax ID (CIF)	Name	Description
A	G-48832240	GUGGENHEIM MUSEUM BILBAO	Includes the generation of GHG emissions as a result of the Museum’s global activities and the sculpture <i>Arcos Rojos/Red Arches</i> .
B	G-48832240	EXTERNAL WAREHOUSE	Auxiliary warehouse for artwork crating materials

GUGGENHEIM BILBAO	R-14064-01/02 GHG REPORT	R-14064-01/02 Ver. 01
-------------------	---------------------------------	--------------------------

3. LIMITS OF THIS REPORT

In accordance with the requirements of standard UNE-EN ISO 14064-1:2019, direct and indirect GHG emissions and removals associated with the organization's operations have been identified based on the following defined categories and subcategories:

CATEGORIZATION	TYPE	PROCESS / ACTIVITY	GHGs GENERATED OR REMOVED	FACILITY
Category 1: Direct GHG emissions and removals	Stationary combustion–fossil fuels	Heating: Natural gas	CO2, CH4, N2O	Museum (A)
	Stationary combustion–fossil fuels	Heating: Heating oil (gasóleo C)	CO2, CH4, N2O	Museum (A)
	Stationary combustion–fossil fuels	Generator sets and pressure washer: Automotive diesel (gasóleo A)	CO2, CH4, N2O	Museum (A) and External Warehouse (B)
	Direct fugitive emissions	Air conditioning: Cooling gases	HFCs	Museum (A)
	Direct fugitive emissions	High-voltage cells: sulfur hexafluoride	SF6	Museum (A)
	Direct fugitive emissions	Fire extinction agents	FE-13, CO2 ¹	Museum (A) and External Warehouse (B)
	Biogenic removals	Existing trees	CO2	Museum (A)
	Biogenic removals	Ornamental flowers on <i>Puppy</i>	CO2	Museum (A)
Category 2: Energy GHG indirect emissions	Imported electricity	Electricity consumed	CO2, CH4, N2O	Museum (A) and External Warehouse (B)
Category 3: Indirect GHG emissions related to transportation	-	Daily commute of personnel to the workplace	CO2 e	Museum (A)

¹ The Novec 1230 extinction agent has not been included, as its global warming potential is less than 1.

GUGGENHEIM BILBAO	R-14064-01/02 GHG REPORT	R-14064-01/02 Ver. 01
-------------------	---------------------------------	--------------------------

CATEGORIZATION	TYPE	PROCESS / ACTIVITY	GHGs GENERATED OR REMOVED	FACILITY
	-	Work trips done in the Museum's or employees' vehicles	CO2 e	Museum (A)
	-	Work trips on public transportation (train, plane, bus, taxi)	CO2 e	Museum (A)
	-	Transportation of works of art	CO2 e	Museum (A) and External Warehouse (B)
	-	Personnel accompanying works of art (courier services)	CO2 e	Museum (A)
	-	Daily commute of Guggenheim services personnel: restaurant and cafeteria	CO2 e	Museum (A)
	-	Transportation of products purchased by Guggenheim services: restaurant and cafeteria	CO2 e	Museum (A)
	-	Travel of customers and visitors	CO2 e	Museum (A)
Category 4: Indirect GHG emissions caused by products used by the organization	Caused by the goods purchased by the Museum	Works of art: creation and conservation	CO2 e	Museum (A) and External Warehouse (B)
	Caused by the goods purchased by the Museum	Works of art: museographic materials	CO2 e	Museum (A) and External Warehouse (B)
	Caused by the goods purchased by the Museum	Other goods purchased: crates, etc.	CO2 e	Museum (A) and External Warehouse (B)
	Caused by the goods purchased by the Museum	Capital goods: manufacture and transportation of equipment and machinery located at the facilities	CO2 e	Museum (A) and External Warehouse (B)
	Caused by the goods purchased by the Museum	Purchased energy: production and transportation of electricity and gas	CO2 e	Museum (A) and External Warehouse (B)
	Caused by the goods purchased by the Museum	Water consumption	CO2 e	Museum (A)

GUGGENHEIM BILBAO	R-14064-01/02 GHG REPORT	R-14064-01/02 Ver. 01
-------------------	---------------------------------	--------------------------

CATEGORIZATION	TYPE	PROCESS / ACTIVITY	GHGs GENERATED OR REMOVED	FACILITY
	Caused by the goods purchased by the organization	Purchase of merchandising	CO2 e	Museum (A)
	Caused by the goods purchased by the organization	Waste transportation	CO2 e	Museum (A)
	Caused by the goods purchased by the organization	Waste management	CO2 e	Museum (A)
	Caused by the goods purchased by the organization	Maintenance and cleaning of facilities: transportation of personnel and products	CO2 e	Museum (A)
	Caused by the goods purchased by the organization	Consulting and advisory services	CO2 e	Museum (A)
	Caused by the goods purchased by the organization	Financial and investment services	CO2 e	Museum (A)
Category 5: Indirect GHG emissions associated with the organization's product use	-	No GHG-generating processes identified in this category	-	-
Category 6: Other indirect GHG emissions	-	No GHG-generating processes identified in this category	-	-

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	--------------------------	--------------------------

In accordance with standard ISO 14064-1, the following GHGs have been considered for quantification purposes: CO₂, CH₄, N₂O, SF₆, NF₃, PFCs, and HFCs.

Nonetheless, in order to determine the inventory with regards to indirect emissions, they have been evaluated in accordance with the following criteria:

- o **Magnitude/volume:** Indirect emissions or removals assumed to be quantitatively substantial.
- o **Level of influence on sources/sinks:** Extent to which the organization is capable of tracking and reducing emissions and increasing removals (energy efficiency, green design, etc.).
- o **Access to information:** Ability of the organization to access information / activity data in order to calculate the emissions and removals related to activities over which it does not have operational or financial control. This criterion will be given priority considering that it is a limiting factor and that which offers the greatest opportunity for improvement when calculating the carbon footprint more exhaustively.

After applying these criteria, any emissions the significance of which is evaluated as not meeting the established threshold will be excluded.

The emissions sources which have been excluded in accordance with this criterion are the following:

- Direct GHG emissions and removals:
 - o Biogenic removals: ornamental flowers
- Indirect GHG emissions related to transportation:
 - o Indirect emissions caused by the daily commute of Guggenheim services personnel: restaurant and cafeteria.
 - o Indirect emissions caused by the transportation of products purchased by Guggenheim services: restaurant and cafeteria.
 - o Emissions caused by visitor and customer travel.
- Indirect GHG emissions caused by the products used by the organization:
 - o Indirect emissions caused by the goods purchased by the organization: works of art (creation and conservation), other goods purchased, capital goods, energy purchased, water consumption, and purchase of merchandising.
 - o Indirect emissions caused by the services used by the organization: final waste treatment, maintenance and cleaning of facilities, consulting and advisory services, financial and investment services.

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

- Indirect GHG emissions associated with the organization’s product use: no GHG-generating processes have been identified in this category.
- Indirect GHG emissions from other sources: no GHG-generating processes have been identified in this category.

The scope of this report has been expanded, given that the emissions source constituted by the goods purchased by the organization as museography materials has reached the significance threshold established.

Given the limits related to data availability, indirect emissions caused by transportation for work trips done on public transportation, taxis, or buses have not been included. Furthermore, due to a lack of data available on the weight of specific works of art with regards to maritime and air transportation, said indirect emissions have not been included.

4. BASE YEAR

The base year constitutes a specific time period for the comparing emissions over time.

The base year selected is 2021, given that it is the most recent year that is representative of the Museum’s normal operations.

The base year has been recalculated as a result of the expansion of the scope of emissions considered, given that emissions related to the use of museography materials have been included in the inventory. For this reason, it is not appropriate to compare the inventory with the 2019 base year, as the scope of that inventory was more limited.

The emissions during the base year were 2,573.47 tCO₂e, broken down by type of emission below:

2021 GHG Emissions		
Category	Description	GHG Emissions (t CO ₂ e)
1	Stationary combustion	1,145.95
	Direct fugitive emissions	0
	Direct removals	2.79
TOTAL Category 1 – Direct GHG emissions:		1,145.95
2	Electricity consumed	1,058.64
TOTAL Category 2 – Indirect GHG emissions from imported electricity consumed:		1,058.64
3	Daily commute of personnel to the workplace	39.55
	Work trips done in the Museum’s or employees’ vehicles	2.73
	Work trips of personnel on public transportation (train, plane, bus, taxi)	10.86

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

2021 GHG Emissions		
Category	Description	GHG Emissions (t CO ₂ e)
	Transportation of works of art	116.22
TOTAL Category 3 – Indirect GHG emissions related to transportation:		169.51
4	Waste transportation	2.03
	Use and transportation of museography materials	157.29
	Use of new crates for works of art	40.20
TOTAL Category 4 – Indirect GHG emissions caused by the products used by the organization		178.9
TOTAL GHG Emissions		2,573.47

5. QUANTIFICATION OF EMISSIONS

Emissions have been quantified for the calculation period, specifically the year 2022.

5.1 CATEGORY 1: DIRECT EMISSIONS AND REMOVALS

Below is the breakdown of the direct GHG emissions and removals for the year 2022:

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

Direct GHG Emissions									
Tag	Site	Description		Partial Emissions of CO ₂ (t CO ₂)	Partial Emissions of CH ₄ (t CO ₂ e)	Partial Emissions of N ₂ O (t CO ₂ e)	Total Emissions (t CO ₂ e)		
1.1	A	Stationary combustion	Natural gas: Heating		521.29	0.0516	0.0010	521.34	
1.2	A		Heating oil (gasóleo C): Heating		432.32	0.0584	0.0035	432.38	
1.3	A and B		Automotive diesel (gasóleo A): Generator sets and pressure washer		1.32	0	0.0001	1.32	
TOTAL stationary combustion (t CO ₂ e): 955.04									
Tag	Site	Description		Emissions of SF ₆ (t CO ₂ e)	Emissions of HFCs (t CO ₂ e)	Emissions of FE-13 (t CO ₂ e)	Total Emissions (t CO ₂ e)		
1.3	A	Direct fugitive emissions	Cooling gases (air conditioning leaks)			0		0	
1.4	A		Sulphur hexafluoride: high-voltage cells		0			0	
1.5	A and B		Fire extinction agents	FE-13			0		0
1.6	A and B			CO ₂					0
TOTAL direct fugitive emissions (t CO ₂ e): 0									
TOTAL Category 1 – Direct GHG emissions (t CO₂e): 955.04									

Direct GHG Removals				
Tag	Site	Description	Total Absorbed (t CO ₂ e)	
1.6	A	Direct removals by the trees existing at the Museum	Orange trees	2.78
1.6	A		Wild privet	0.01
TOTAL Direct GHG removals (t CO₂e): 2.79				

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

5.2 CATEGORY 2: INDIRECT EMISSIONS FROM IMPORTED ELECTRICITY CONSUMED

Below is the breakdown of the indirect GHG emissions from imported electricity consumed for the year 2022:

Indirect GHG Emissions from Imported Electricity Consumed			
Tag	Facility	Description	Total Emissions (t CO ₂ e)
2.1	A and B	Electricity consumed	1,160.26
TOTAL indirect GHG emissions from imported electricity consumed (t CO₂e): 1,160.26			

5.3 CATEGORY 3: INDIRECT GHG EMISSIONS RELATED TO TRANSPORTATION

Below is the breakdown of the indirect GHG emissions related to transportation for the year 2022:

Indirect GHG Emissions Related to Transportation			
Tag	Facility	Description	Total Emissions (t CO ₂ e)
3.1	A	Daily commute of personnel to the workplace	37.09
3.2	A	Work trips done in employees' personal vehicles	3.11
3.3	A	Work trips of personnel on public transportation (train, plane, bus, taxi, etc.)	12.08
		Courier transportation	45.66
3.4	A and B	Artwork transportation	634.38
TOTAL indirect GHG emissions related to transportation (t CO₂e): 732.31			

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

5.4 CATEGORY 4: INDIRECT GHG EMISSIONS CAUSED BY THE PRODUCTS USED BY THE ORGANIZATION

Below is the breakdown of the indirect GHG emissions caused by the products used by the organization for the year 2022:

Indirect GHG Emissions Caused by the Products Used by the Organization			
Tag	Facility	Description	Total Emissions (t CO ₂ e)
4.1	A	Waste transportation	0.09
4.2	A	Transportation of museography materials	1.40
4.3	A	Use of museography materials	145.76
4.4	A	Transportation of museography waste	1.02
4.5	A	Use of new artwork crates	31.64
TOTAL indirect GHG emissions caused by the products used by the organization (t CO₂e):			179.92

5.5 TOTAL EMISSIONS

Below are the total GHG emissions for the year 2022, broken down by emission type:

GHG Emissions for the Year 2022		
Category	Description	GHG Emissions (t CO ₂ e)
1	Stationary combustion	995.04
	Direct fugitive emissions	0.00
	Direct removals	2.79
TOTAL Category 1 – Direct GHG emissions:		955.04
2	Electricity consumed	1,160.26
TOTAL Category 2 – Indirect GHG emissions from imported electricity consumed:		1,160.26
3	Daily commute of personnel to the workplace	37.09
	Work trips done in the Museum's or employees' vehicles	3.11
	Work trips of personnel on public transportation (train, plane, bus, taxi, etc.)	12.08
	Courier transportation	45.66

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

GHG Emissions for the Year 2022		
Category	Description	GHG Emissions (t CO ₂ e)
	Artwork transportation	634.38
TOTAL Category 3 – Indirect GHG emissions related to transportation:		732.31
4	Emissions caused by waste transportation	0.09
	Transportation of museography materials	1.40
	Use of museography materials	145.76
	Transportation of museography waste	1.02
	Use of new artwork crates	31.64
TOTAL Category 4 – Indirect GHG emissions caused by the products used by the organization		179.92
TOTAL GHG Emissions		3,027.53

6. QUANTIFICATION METHODOLOGY

The quantification of obligatory-to-report GHG emissions (direct and indirect GHG emissions from imported electricity consumed), as well as of significant indirect emissions, will be done in accordance with two calculation methodologies depending on the type of emission source:

1. For emissions sources in which a chemical transformation process takes place (stationary or mobile combustion, process-related emissions, or emissions due to the breakdown of organic materials) and indirect emissions related to the generation of electricity consumed,

$$\text{CO}_2 \text{ Emissions (t CO}_2\text{-e)} = \text{Activity Data} \times \text{Emission Factor}$$

Where:

- a) Activity data: Quantitative measurement of the activity producing a GHG emission.

In the case of stationary combustion sources, it is usually expressed in units of energy (TJ) and is calculated by multiplying fuel consumption (in units of mass or volume) by the fuel's lower calorific value (LCV).

In the case of mobile combustion sources, if fuel consumption is not available, thus making it impossible to conduct calculations using the method for stationary sources, activity data on the distance travelled (km) can be used.

In the case of electricity, the activity data consists of the electricity consumed by the facility (expressed in kWh).

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

- b) Emission factor: Expressed in metric tons of CO₂-e /unit (depending on the units of the activity data), this factor depends on the type and features of the chemical transformation process (and type of fuel) used in each case.

Each fuel produces a specific CO₂-e emission which is closely related to the carbon content of the fuel in question.

Each electricity supplier has its own network emission factor for each kWh of electricity sold.

In all cases, the emission factors used already include the fuel oxidation factor (factor which takes into account the existence of inefficiencies in any combustion process, resulting in non-combusted carbon content or partially oxidized content, such as soot or ashes).

2. For emissions sources for which a chemical transformation process does not takes place (fugitive emissions) or in cases in which emissions data is available in units other than CO₂-e (e.g., metric tons of CH₄),

CO₂ Emissions (t CO₂-e) = Emissions Data x Global Warming Potential (GWP)
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Where:

- a) Emissions data: Quantitative measurement of emissions produced. This data can be available either because the mass of fugitive emissions is known (for example, in the case of refilling refrigerant fluid) or because a measurement is available (for example, because the CH₄ emitted is continuously measured).
- b) Global Warming Potential (GWP): Factor that describes the impact of the radiative forcing of a unit mass of a given GHG relative to that of CO₂, over a specific time period. It is expressed in metric tons of CO₂-e /t GHG (each type of GHG has its own factor).

Last of all, once the unit calculations of emissions from each source in units of metric tons of CO₂-e are available, all emissions in the same category will be added together (direct emissions, indirect energy emissions, and other indirect emissions).

a. Removal Quantification Method

The method for calculating CO₂ removals is similar to that used for calculating emissions sources for which a chemical transformation process takes place. This methodology is based on the number of trees (equivalent to the activity data) and their absorption rates (equivalent to the emission factor).

CO₂ Removals (t CO₂-e) = Number of Trees x Absorption Rate

Where:

- a) Number of trees: Number of trees per species.
- b) Absorption rate: Expressed in terms of CO₂-e/units per tree and per year. Each species of tree has its own absorption rate.

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

In cases in which direct emissions data do not exist, the emission factors of known sources have been used. The emission factors used and their sources are explained below:

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

Type	Item	Column 1	FE CO2	FE Unit	FE CH4	FE CH4 Unit	FE N2O	FE N2O Unit	Source
Electric Utility Distributor	IBERDROLA CLIENTES, S.A.U.	Electric Utility Distributor IBERDROLA CLIENTES, S.A.U.	0,27	kg CO ₂ e/kWh					Comisión Nacional de los Mercados y la Competencia, 2022
Gas Natural	kWh	Natural gas kWh	0,182	kg CO ₂ /kWh	0,00002	kg CO ₂ /kWh	0,0000004	kg CO ₂ /kWh	Inventario Nacional de Gases de Efecto Invernadero de España 1990-2018 (ed. 2020). IHOBE Carbon Footprint Calculation tool, 2021
Gas Natural	m3	Natural gas m3	0,019	kg CO ₂ /m3	0,000002	kg CO ₂ /m3	0,00000004	kg CO ₂ /m3	Inventario Nacional de Gases de Efecto Invernadero de España 1990-2018 (ed. 2020). PCI kg/kWh (IDAE). Density (m3/kg). IHOBE Carbon Footprint Calculation tool, 2020
Oil (Gasóleo A)	L	Oil (Gasóleo AL)	2,469	kg CO ₂ /l	0,000028	kg CO ₂ /l	0,000114	kg CO ₂ /l	Inventario Nacional de Gases de Efecto Invernadero de España 1990-2018 (ed. 2021)
Oil (Gasóleo C)	L	Heating oil (Gasóleo CL)	2,881	kg CO ₂ /l	0,000389	kg CO ₂ /l	0,000023	kg CO ₂ /l	Inventario Nacional de Gases de Efecto Invernadero de España 1990-2018 (ed. 2021)
Waste transportation	Truck	Waste transportation Truck	0,55599	kg CO ₂ /tkm	0,00010	kg CO ₂ /tkm	0,00605	kg CO ₂ /tkm	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Freighting goods: HGV - Rigid (>3.5 - 7.5 tonnes)
Museographic waste transportation	Truck	Museographic waste transportation Truck	0,55599	kg CO ₂ /tkm	0,00010	kg CO ₂ /tkm	0,00605	kg CO ₂ /tkm	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Freighting goods: HGV - Rigid (>3.5 - 7.5 tonnes)
Commute	Walk	Commute Walk	-	kg CO ₂ / km					-
Commute	Bus	Commute Bus	0,09567	kg CO ₂ /VKM (traveler km)	0,00001	kg CO ₂ /VKM (traveler km)	0,00082	kg CO ₂ /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: Bus - Average local bus

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

Commute	Car	Commute Private car	0,16940	kg CO2/ km	0,00017	kg CO2/ km	0,00110	kg CO2/ km	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: Average car - Unknown fuel
Commute	Electric car	Commute Electric car	0,05084	kg CO2/ km	0,00021	kg CO2/ km	0,00035	kg CO2/ km	-
Commute	Hybrid car	Commute Hybrid car	0,11877	kg CO2/ km	0,00017	kg CO2/ km	0,00110	kg CO2/ km	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: Average car - Hybrid
Commute	Subway	Commute Subway	0,03300	kg CO2 eq/VKM (traveler km)					Informe de Gases de Efecto Invernadero 2019 Metro Bilbao
Commute	Tram	Commute Tram	0,02832	kg CO2 /VKM (traveler km)	0,00011	kg CO2 /VKM (traveler km)	0,00018	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: rail - light rail and tram
Commute	Train	Commute Train	0,02832	kg CO2 /VKM (traveler km)	0,00011	kg CO2 /VKM (traveler km)	0,00018	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: rail - light rail and tram
Commute	Motorbike	Commute Motorbike	0,11138	kg CO2 /VKM (traveler km)	0,00158	kg CO2 /VKM (traveler km)	0,00059	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: motorbike - avg
Courier transportation	Bus	Courier transportation Bus	0,02678	kg CO2 /VKM (traveler km)	0,00001	kg CO2 /VKM (traveler km)	0,00054	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: Bus - Coach
Courier transportation	Car	Courier transportation Private car	0,16940	kg CO2/ km	0,00017	kg CO2/ km	0,00110	kg CO2 / km	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: Average car - Unknown fuel
Courier transportation	Taxi	Courier transportation Taxi	0,14742	kg CO2 /VKM (traveler km)	0,00000	kg CO2 /VKM (traveler km)	0,00134	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: Taxi - Regular taxi

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

Courier transportation	Airplane	Courier transportation Airplane	0,18270	kg CO2 /VKM (traveler km)	0,00001	kg CO2 /VKM (traveler km)	0,00091	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- air: Flights - International - average passenger
Courier transportation	Train	Courier transportation Train	0,03510	kg CO2 /VKM (traveler km)	0,00007	kg CO2 /VKM (traveler km)	0,00032	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: rail - national rail
Business travel	Bus	Business travel Bus	0,02678	kg CO2 /VKM (traveler km)	0,00001	kg CO2 /VKM (traveler km)	0,00054	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: Bus - Coach
Business travel	Car	Business travel Private car	0,16940	kg CO2/ km	0,00017	kg CO2/ km	0,00110	kg CO2 / km	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: Average car - Unknown fuel
Business travel	Taxi	Business travel Taxi	0,14742	kg CO2 /VKM (traveler km)	0,00000	kg CO2 /VKM (traveler km)	0,00134	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: Taxi - Regular taxi
Business travel	Airplane	Business travel Airplane	0,18270	kg CO2 /VKM (traveler km)	0,00001	kg CO2 /VKM (traveler km)	0,00091	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- air: Flights - International - average passenger
Business travel	Train	Business travel Train	0,03510	kg CO2 /VKM (traveler km)	0,00007	kg CO2 /VKM (traveler km)	0,00032	kg CO2 /VKM (traveler km)	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Business Travel- land: rail - national rail
Removals	Orange tree	Removals Orange tree	0,55500	Absorption rate (t CO2/ year)					“Nuevas metodologías para la enseñanza de la biodiversidad y el cambio climático en la Enseñanza Secundaria” Real Jardín Botánico de Madrid-CSIC, Real Jardín Botánico Juan Carlos I Universidad de Alcalá
Removals	Wild privet	Removals Wild privet	0,00130	Absorption rate (t CO2/ year)					“Nuevas metodologías para la enseñanza de la biodiversidad y el cambio climático en la Enseñanza Secundaria” Real Jardín Botánico de Madrid-CSIC, Real Jardín Botánico Juan Carlos I Universidad de Alcalá

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

Artwork transportation-Weight	Airplane	Artwork transportation-Weight-Airplane	1,01890	kg CO2/ tkm	0,00004	kg CO2/ tkm	0,00505	kg CO2/ tkm	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Freightng goods: Freight flights - International
Artwork transportation-Weight	Ship	Artwork transportation-Weight-Ship	0,05095	kg CO2/ tkm	0,00002	kg CO2/ tkm	0,00069	kg CO2/ tkm	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Freightng goods: Cargo ship - RoRo Ferry - Average
Artwork transportation-Weight	Truck	Artwork transportation-Weight-Truck	0,10445	kg CO2/ tkm	0,00002	kg CO2/ tkm	0,00167	kg CO2/ tkm	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Freightng goods: HGV - All HGVs Average Laden
Artwork transportation-Weight	Furgoneta	Artwork transportation-Weight-Van	0,57405	kg CO2/ tkm	0,00001	kg CO2/tkm	0,00465	kg CO2/ tkm	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Freightng goods: Vans - Average (up to 3.5 tonnes) (Diesel)
Artwork transportation-No weight	Airplane	Artwork transportation-No weight-Airplane	n/a	kg CO2/ km	n/a	kg CO2/ km	n/a	kg CO2/ km	Airplane transportation of artworks with no weight has been excluded from calculation due to lack of data re emission factors
Artwork transportation-No weight	Ship	Artwork transportation-No weight-Ship	n/a	kg CO2/ km	n/a	kg CO2/ km	n/a	kg CO2/ km	Ship transportation of artworks with no weight has been excluded from calculation due to lack of data re emission factors
Artwork transportation-No weight	Truck	Artwork transportation-No weight-Truck	0,87703	kg CO2/ km	0,00014	kg CO2/ km	0,01344	kg CO2/ km	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Freightng goods: HGV - All HGVs Average Laden
Crate transportation	Truck	Crate transportation Truck	0,87703	kg CO2/ km	0,00014	kg CO2/ km	0,01344	kg CO2/ km	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Freightng goods: HGV - All HGVs Average Laden
Transportation of museographic materials	Truck	Transportation of museographic materials Truck	0,55599	kg CO2/tkm	0,00010	kg CO2/tkm	0,00605	kg CO2/tkm	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Freightng goods: HGV - Rigid (>3.5 - 7.5 tonnes)
Transportation of museographic materials	Van	Transportation of museographic materials Van	0,57405	kg CO2/tkm	0,00001	kg CO2/tkm	0,00465	kg CO2/tkm	(DEFRA 2021) UK Government Greenhouse Gas Conversion factors for Company Reporting S3 Freightng goods: Vans - Average (up to 3.5 tonnes) (Diesel)

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	--------------------------	--------------------------

Use of museographic materials	Steel	Use of museographic materials Steel	2,088	kg CO2eq / kg					Stich carbon calculator
Use of museographic materials	Wood	Use of museographic materials Wood	571,000	kg CO2eq / m3					IHOBE, Environmental Information Sheets - Medium Density Fibreboard (MDF) panel [TABLERO DE FIBRA DE DENSIDAD MEDIA (TABLERO MDF)]
Use of museographic materials	Carpet	Use of museographic materials Carpet	2,08	kg CO2eq / kg					IHOBE, Environmental Information Sheets - PVC
Use of museographic materials	Acrylic paint	Use of museographic materials Acrylic paint	4,556	kg CO2eq / kg					Stich carbon calculator - Acrylic urethane emulsion paint
Use of museographic materials	Lacquer	Use of museographic materials Lacquer	5,312	kg CO2eq / kg					Stich carbon calculator - Paint/Sealer polyglaze clear laquer 100
Use of museographic materials	PVC flooring	Use of museographic materials PVC flooring	2,08	kg CO2eq / kg					IHOBE, Environmental Information Sheets - PVC
Use of museographic materials	Glass	Use of museographic materials Glass	1,031	kg CO2eq / kg					Stich carbon calculator - glass
Use of crating materials	Cardboard	Use of crating materials Cardboard	0,908	kg CO2eq / kg					IHOBE, Environmental Information Sheets - Cardboard
Use of crating materials	Plywood	Use of crating materials Plywood	471,999	kg CO2eq / m3					Stich carbon calculator - plywood

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
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Use of crating materials	Foam	Use of crating materials Foam	2,396	kg CO2eq / kg						Stich carbon calculator - foam
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7. IMPACT OF UNCERTAINTY

The statistical uncertainty of the main activity data on tertiary sector activities, such as gas, electricity, and fuel consumption, is subject to legislation on the inspection of measurement devices used in commercial operations. Spanish Royal Decree 889/2006 establishes the maximum error tolerances that these devices are permitted to have, which are listed below:

Minimum Precision Requirements	
Type of Meter	Maximum Error Percentage
Gas meter	3%
Electrical energy meter	4%
Fuel meter	2.5%

For the categories “Direct GHG Emissions,” “Indirect GHG emissions from imported electricity consumed,” and “Indirect GHG emissions related to transportation of waste and works of art,” the activity data of which falls under the organization’s commercial operations, the organization considers the level of uncertainty to be very low and will only ensure that legislative requirements are met, requiring the supplier of the services in question to provide up-to-date calibration certificates for the applicable devices whenever the emissions from the source are greater than 20%.

For emissions calculated based on activity data that does not fall under the organization’s commercial operations, or for activity data for which calculating the uncertainty is not technically viable, a qualitative evaluation of the emission in question is carried out in the following way:

Direct and Indirect Emissions			
GHG Emission / Removal Category	Level of Uncertainty	Description	Options for Reducing Uncertainty
Category 1: Direct emissions	Low	Activity data falls under commercial operations. The main uncertainty is that of the method and scientific uncertainty.	None
Category 2: Electricity consumed	Low	Activity data falls under commercial operations. The main uncertainty is that of the method and scientific uncertainty.	None
Category 3: Transportation	Medium	The main uncertainty is that of the method and scientific uncertainty. Km traveled: Google Maps and surveying of employees.	None

GUGGENHEIM BILBAO	R-14064-01/03 GHG REPORT	R-14064-01/03 Ver. 01
-------------------	---------------------------------	--------------------------

Direct and Indirect Emissions			
GHG Emission / Removal Category	Level of Uncertainty	Description	Options for Reducing Uncertainty
Category 4: Product use	Medium	Weight of wastes transported according to the Record Book, and of museography materials, in accordance with the supplier invoice. Subject to commercial legal operations. Km travelled: Google Maps	None

8. MITIGATION ACTIVITIES

In 2022, a number of GHG reduction activities were carried out enabling the organization to reduce its electricity consumption and therefore its indirect GHG generation due to energy purchased. These initiatives focused on modernizing its lighting, improving pump efficiency, and optimizing the facilities’ air conditioning installations.

9. IMPROVEMENT ACTIONS

Similarly, actions have been planned to reduce greenhouse gas emissions and to improve the performance of the Guggenheim Museum Bilbao during the 2023 financial year.

These actions are part of the Guggenheim Museum Bilbao’s Environmental Sustainability Strategic Framework and its different strategic pillars, the first of which is on “Climate Change and Energy Efficiency.” In relation to it, the Museum continues to deploy initiatives related to improving the energy efficiency of the Museum’s facilities, in particular with respect to lighting and air conditioning.