



Miko ESG Newsflash - 6

CO₂ Footprint 2024 - Progress

23/03/2026

Miko | Progress on the CO₂-Performance Ladder

In our previous ESG Newsflashes, we presented our target for the CO₂-Performance Ladder and announced that we had received our certificate for this. You can always find our previous ESG Newsflashes at: <https://mikogroup.be/investor-relations/csr/>

Reducing CO₂ in our chain remains the starting point. Based on periodic measurements, studies, and evaluations, we strive to generate a reduction action plan.

In this sixth Newsflash, we report on the consumed energy and emitted CO₂ equivalents as a result. Next, we compare our progress to the 2022 baseline. We conclude with our future action plan. You can visit our CO₂ performance ladder page at:

[Participants CO₂ Performance Ladder | Certified Organisations](#)

CO₂- Footprint 2024

The table below shows the CO₂ footprint of Miko Group for the entire year 2024. This overview includes our energy flows (diesel, gasoline, gas, electricity, and business travel), the quantities we have consumed, and the resulting CO₂ equivalent emissions. Maas International Holding has a separate CO₂ performance ladder certificate level 5, so their CO₂ consumption is not included.

In 2024, Miko nv processed 9,126 tons of green coffee.

Miko Group - CO ₂ emissions 2024:					
scope	energy source	quantity		tons CO ₂	%
scope 1	diesel Fuel	560 103,64	liters	1 823,69	35,34%
	gasoline Euro 95	143 872,41	liters	405,87	7,87%
	natural gas m ³	795 913,55	m ³	1 988,99	38,54%
scope 2 + business travel	electricity	3 502 807,75	kWh	768,04	14,88%
	electric vehicles	183 788,85	kWh	48,31	0,94%
	business km (private car)	109 612,20	km	21,16	0,41%
	public transport	134 512,55	km	2,69	0,05%
	flights <700km (regional)	21 260,00	km	4,975	0,10%
	flights 700-2500km (Europe)	204 286,00	km	35,14	0,68%
	flights >2500km (Intercontinental)	391 456,00	km	61,46	1,19%
	total Scope 1			4 218,55	81,75%
	total Scope 2			941,77	18,25%
	total 1 +2			5 160,32	100,00 %

Scope 1 (direct emissions) are emissions emitted by installations owned or controlled by the organization (e.g., heating, fuel consumption).

Scope 2 (indirect emissions) are emissions that do not belong to the company itself, but are used by the organization (e.g., electricity generated elsewhere but used by the organization). Business travel also falls under scope 2.

Progress

As previously indicated, we will continue to measure our progress. In 2022, we started mapping our consumption and, with that, our emissions. Now that we have done this for another year, we can continue to measure and compare our progress effectively. We will monitor this closely and adjust our targets accordingly if necessary.

Miko CO₂ reduction targets

For your reference, below are our general main targets in terms of our ambitions for CO₂ reduction:

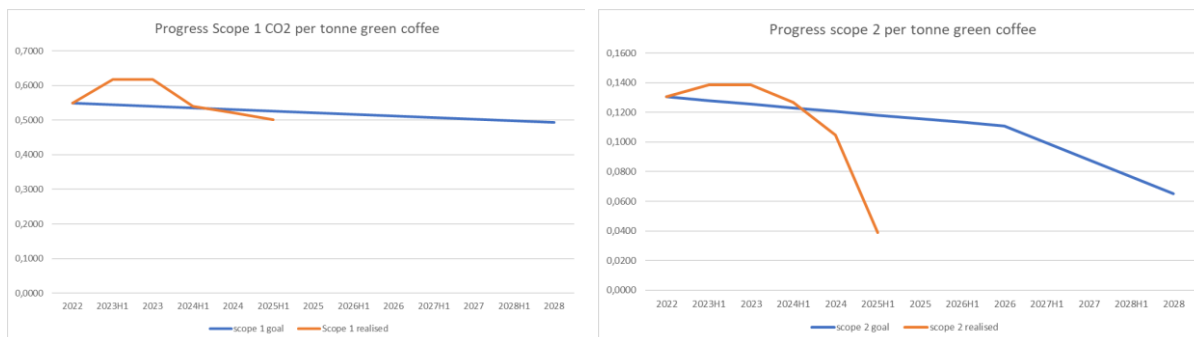
Main objective

- **35% reduction in CO₂ emissions in 2028 compared to the reference year 2022.**
- **100% reduction in CO₂ emissions in 2050 compared to the reference year 2022.**

This objective links purchased coffee tonnage to CO₂ reduction monitoring. Specified in more detail for scope 1 and scope 2 + Business Travel, the objectives are as follows:

- **Scope 1:** 10% CO₂ reduction in 2028 compared to 2022.
- **Scope 2 + Business Travel:** 50% CO₂ reduction in 2028 compared to 2022.

The graph below shows that by the end of 2024, we will be emitting less CO₂ than the target set for scope 1. For scope 2, we have already achieved our target for CO₂ emissions in 2024.



In 2024, SAS nv was sold, resulting in a significant reduction in energy consumption and associated CO₂ emissions.

The CO₂ performance ladder with scope 1 & 2 was assessed and certified according to the old manual version 3.1. From 2025 onwards, the CO₂ performance ladder with scope 1, 2, and 3 will be evaluated according to the new manual 4.0 step 2.

Action plan

scope 1 reduction measure	intended reduction measure	intended reduction scope	intended reduction total	responsible	planned
Focus on electrification when replacing petrol company cars	50%	3,0%	2,4%	fleet-manager	ongoing
Gas optimization during building relocation	5%	2,5%	2,0%	CO ₂ -manager	2025-2027
Gas process optimization during relocation	15%	7,5%	6%	CO ₂ -manager	2025-2027
Switching to Euro 6 when replacing trucks	10%	4,2%	3,3%	fleet-manager	ongoing
Employee awareness	2%	0,7%	0,5%	CO ₂ -manager	ongoing

scope 2 + business travel measure	intended reduction measure	intended reduction scope	intended reduction total	responsible	planned
Commissioning of wind turbine	50%	45%	10 %	CO ₂ -manager	2025
Making pool cars available	20%	0,004%	0,001%	fleet-manager	ongoing
Consolidating compressors	2%	0,02%	0,005%	CO ₂ -manager	2025
LED lighting for outdoor terrain and industrial halls	1%	0,01%	0,0025%	CO ₂ -manager	2025
Providing charging stations around the premises and at home	0%	0%	0%	fleet-manager	ongoing
Purchasing energy-efficient peripheral equipment	0%	0%	0%	IT-manager	ongoing
Raising employee awareness regarding energy use at work	5%	1%	0,25%	CO ₂ -manager	ongoing