



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 eight Newsflash, we report on the consumed energy and emitted CO₂ equivalents as a result. Next, we compare our progress to the 2024 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 2025

The table below shows the CO₂ footprint of Miko Group up to the end of 2025. 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 step 3, so their CO₂ emissions are not included.

(*) scope 3 data for 2025 have been calculated based on an extrapolation of the data of Q1-3 2025.

In 2025, Miko nv processed 9,789 tonnes of green coffee.

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).

Scope 3 Business travel (indirect emissions)

Scope 3 upstream and downstream are emissions that originate in the value chain of the organisation: emissions of activities that take place at external parties like suppliers and customers.

Miko Group - CO₂-emissies 2025:				
Scope	Energy source	Quantity		Tonnes CO₂
Scope 1				
	Diesel Fuel	617 273,08	liter	2 006,75
	Gasoline Euro 95	204 246,39	liter	557,65
	Natural gas m ³	610 491,81	m ³	1 507,95
Subtotal scope 1				4072,36
Scope 2				
	Electricity	2 691 769,73	kWh	301,47
	Electric vehicles	281 842,37	kWh	66,40
Subtotal scope 2				367,88
Scope 3 Business Travel				
	Business km (private car)	205 836,70	km	39,31
	Public transport	132 548,81	km	1,86
	Flights <700km (regional)	49 388,20	km	11,56
	Flights 700-2500km (Europe)	363 675,91	km	62,55
	Flights >2500km	403 738,63	km	63,39
Subtotal scope 3 Business Travel				178,67
Scope 3 Upstream Emissions (*)				
	Purchased goods and services			47 164,7
	Capital goods			-
	Fuels and energy related activities (not included in scope 1 or 2)			-
	Upstream transport and distribution			2 351,4
	Production waste			124,8
	Business travel (not included in scope 1 or 2)			128,9
	Commuting			22,3
	Upstream leased assets			47,9
Subtotal scope 3 Upstream Emissions				49 839,9
Scope 3 Downstream Emissions (*)				
	Downstream transport and distribution			-
	Processing of sold products			77,3
	Consumption of sold products			24 442,0
	End-of-life processing of sold products			48,5
	Downstream leased assets			18 665,0
	Franchisees			-
	Investments			-
Subtotal scope 3 Downstream Emissions				43 232,8
Total Scope 1				4 072,36
Total Scope 2				367,88
Total Scope 3 Business Travel				178,67
Total Scope 3 Upstream Emissions				49 839,9
Total Scope 3 Downstream Emissions				43 232,8
Total 1 + 2 + 3				97 691,61

Miko CO₂ reduction targets

For your reference, below are our general main targets in terms of our ambitions for CO₂ reduction. These targets have been defined in line with the new guidelines of handbook 4.0 – step 2.

Medium term objectives (2034) regarding energy and CO₂ emissions reduction scope 1 and scope 2

30% reduction in CO₂ emissions in 2034 compared to the reference year 2024 (relative)

1800 tonnes CO₂ emissions reduction in 2034 compared to the reference year 2024 (absolute)

15% reduction in energy usage in 2034 compared to the reference year 2024 (relative)

These objectives link purchased coffee tonnage to CO₂ reduction monitoring.

In setting these targets, the following factors have been taken into account:

- Flexibility in the energy system.
- The energy reduction measures mentioned are consistent with measures relating to CO₂ targets.

Qualitative target for reducing energy consumption:

Miko NV aims to use more self-generated energy from its own wind turbine in the coming years.

Medium term objective (2034) regarding CO₂ emissions reduction scope 3

6% reduction of CO₂ emissions in scope 3 in 2034 compared to the reference year 2025 (relative).

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 2024.
- **Scope 2 + Business Travel:** 50% CO₂ reduction in 2028 compared to 2024.

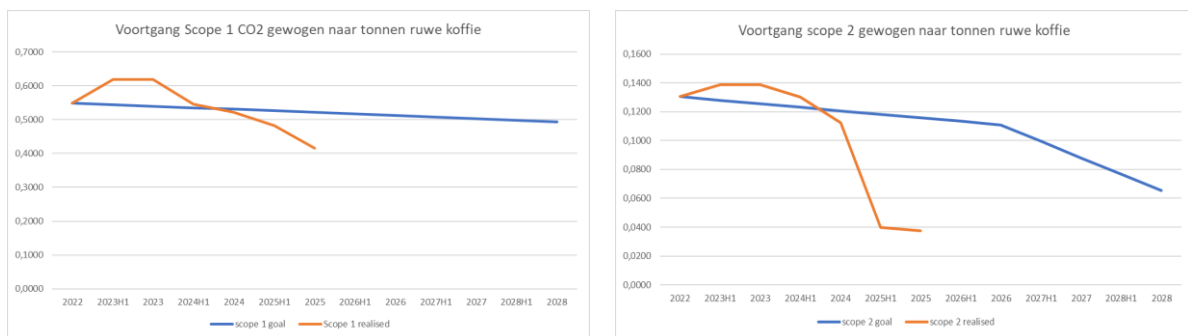
To achieve these objectives, the following actions/ measures will be taken:

- Realisation of new production plant
- Installation of additional charging stations for electric vehicles

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.

The graph below shows that in 2025, we are emitting less CO₂ than the target set for scope 1. For scope 2, we have achieved a significant decrease in 2025, already achieving our target for CO₂ emissions in 2028.



In 2024, SAS nv was sold, resulting in a significant reduction in energy consumption and associated CO₂ emissions. From 2025 onward, Miko has been able to make use of the energy generated by its own windmill, via green energy certificates.

From 2025 onwards, the CO₂ performance ladder with scope 1, 2, and 3 is being evaluated according to the new manual 4.0 step 2.

Action plan

Scope 1

Measure	Intended reduction CO2 emissions	Intended reduction energy consumption	Responsible	Timing
Focus on electrification when replacing petrol company cars	4,9%	3%	B. Laps	Continuous
Gas optimization during building relocation	2%	1,2 %	B. Laps	2027
Process optimisation gas usage when roasting coffee in current building	Study	Study	B. Laps	2027
Replacement of delivery vans based on fuel consumption	2%	1,2%	B. Laps	Continuous
Hybrid/electric roasting process	Studie	Studie	B. Laps	Study
Process optimization	4%	4%	B. Laps	2027

Scope 2

Measure	Intended reduction CO2 emissions	Intended reduction energy consumption	Responsible	Timing
Replacement of process machines	Study	Study	B. Laps	2027
Commissioning of wind turbine	7 %	0 %	B. Laps	2025-2028
Consolidation of compressors	0,5 %	0,5 %	B. Laps	2027
LED lighting	0,1 %	0,1 %	B. Laps	2027

Scope 3

Measure	Intended reduction CO2 emissions	Intended reduction energy consumption	Responsible	Timing
More sustainable external transport	0,10 %	100 ton	B. Laps	2026-2028
More sustainable Business travel	0,01%	12 ton	B. Laps	2026-2028
More sustainable commute	0,0025%	3 ton	B. Laps	2026-2028
Purchasing more energy efficient coffee machines	1,45%	1293 ton	B. Laps	2026-2028
Encouraging the stand-by mode on coffee machines	1,45%	1293 ton	B. Laps	2026-2028