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VMA GROUP

Progress Report 2025

In this progress report, VMA provides an overview on how its energy consumption and carbon emissions have changed over the past year compared with the reference year. It also sets out how these changes relate to the reduction targets set and describes the main actions that have contributed to these results.



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Introduction

General company-specific and reporting information

Person or entity responsible for reporting

The Sustainability Officer of the VMA 'Group' is responsible for this report and its content. The data is collected by the Sustainability Officer itself or provided by employees of the respective entities.

Reporting period and base year

- Reporting period = 1st of January 2024 until the 31st of December 2025
- Historical base year = FY2024 (1st of January 2024 until the 31st of December 2025)

Changes in the base year

No changes were made in the in the base year or in other historical greenhouse gas data or categorisation during this reporting period.

In the future a recalculation of the carbon footprint linked to the purchasing of electricity during FY2025 will be done. Once the emission factor for 'grey' and 'green' are published on the CO₂-emissiefactoren website¹ the recalculation will be made. The effect is expected to be limited as the emission factors of the previous year are used for now and the change is expected to be small.

Organisational boundaries

The energy & CO₂ management system applies to all activities of the following entities:

- VMA NV
- VMA Maintenance
- VMA Sud
- VMA Polska

Reporting boundaries²

Biogenic CO₂ emissions and biogenic removals

Biogenic CO₂ emissions are excluded from the emission inventory and the corresponding report as they are deemed irrelevant.

Direct greenhouse gas removals

CO₂ removals are excluded from the emission inventory and the corresponding report as they are not applicable. No CO₂ emissions are captured.

Significant greenhouse gas sources or CO₂ sinks

Significant greenhouse gas sources or CO₂ sinks are excluded from the emission inventory and the corresponding report.

¹ <https://www.co2emissiefactoren.be/>

² including the criteria used to determine the significant emissions



Quality statements regarding the emissions inventory

VMA hereby declares that the emissions inventory has been prepared in accordance with the ISO14064-1 standard.

Assurance of the reporting

The emission inventory has been **verified by the consultant³ appointed by VMA following a limited assurance engagement**. Based on the procedures as prescribed in the CO2 Performance Ladder Manual: step 1 (Manual 4.0), the consultant has performed and the evidence he has obtained, nothing has come to his attention that causes us to believe that the emissions inventory are not aligned with the requirements as set by SKAO.

The emission inventory will be **verified during Q2 2026 by the accredited body Vinçotte in order to obtain the 'step 1' certificate** (Manual 4.0).

Methodology

This emission inventory has been drawn up in accordance with the regulations governing the CO2 Performance Ladder as set out in Manual 4.0.

The carbon accounting system covers three types of emission sources, also known as 'scopes':

- Scope 1: direct emissions within the company or those linked to VMA
- Scope 2: emissions linked to electricity, heat or purchased electricity, which are not produced on-site but are directly linked to the consumption of electricity or heat
- Scope 3: all other emissions that do not belong to scopes 1 and 2 (= upstream and downstream emissions). In accordance with the regulations of the CO2 Performance Ladder (Manual 4.0)

Note⁴

For fuels and energy carriers, the decision was made to report Tank-to-Wheel (TtW) emissions under Scope 1 and Scope 2, and Well-to-Tank (WtT) emissions under Scope 3. The reason for this choice being the fact that this method of reporting is more compatible with the CSRD at the level of CFE Holding.

Changes in the methods of quantification

As this is the first year in which the emissions inventory has been established, no changes in the methods of quantification have yet been made. Should any changes be made in the future, they will be included in this chapter.

³ CRYUS BV (Stijn De Ryck)

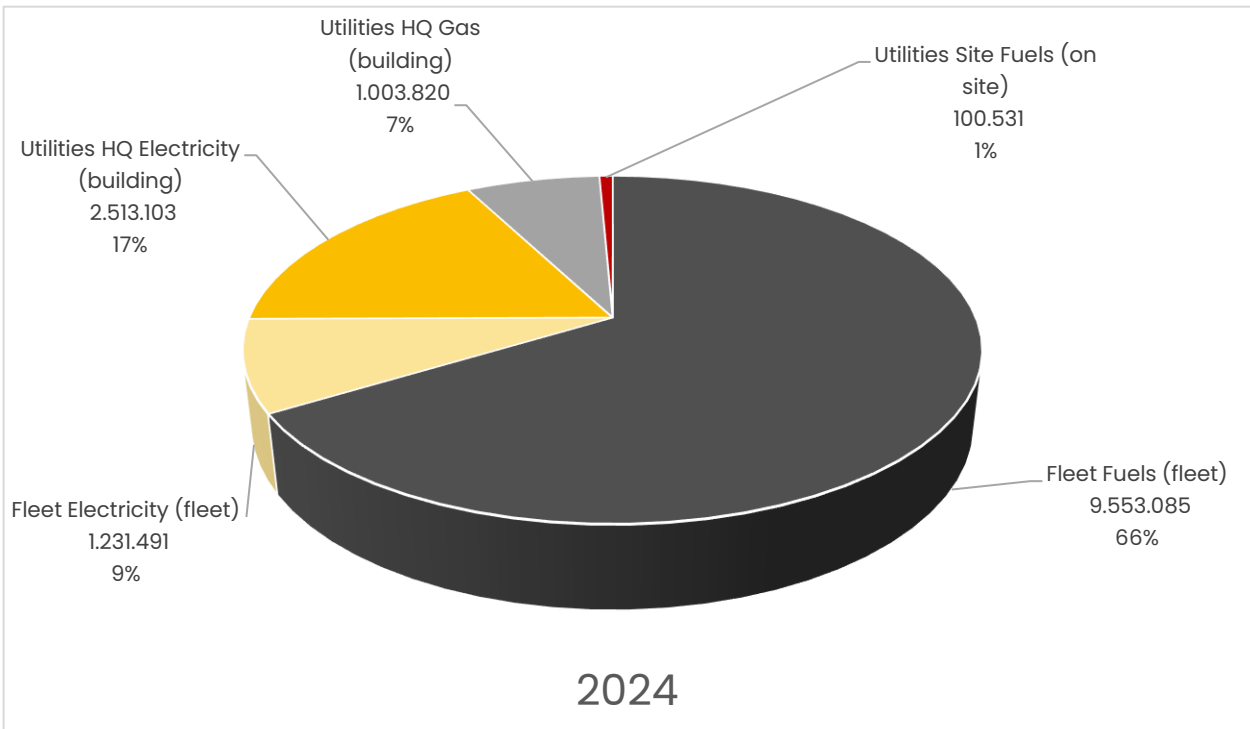
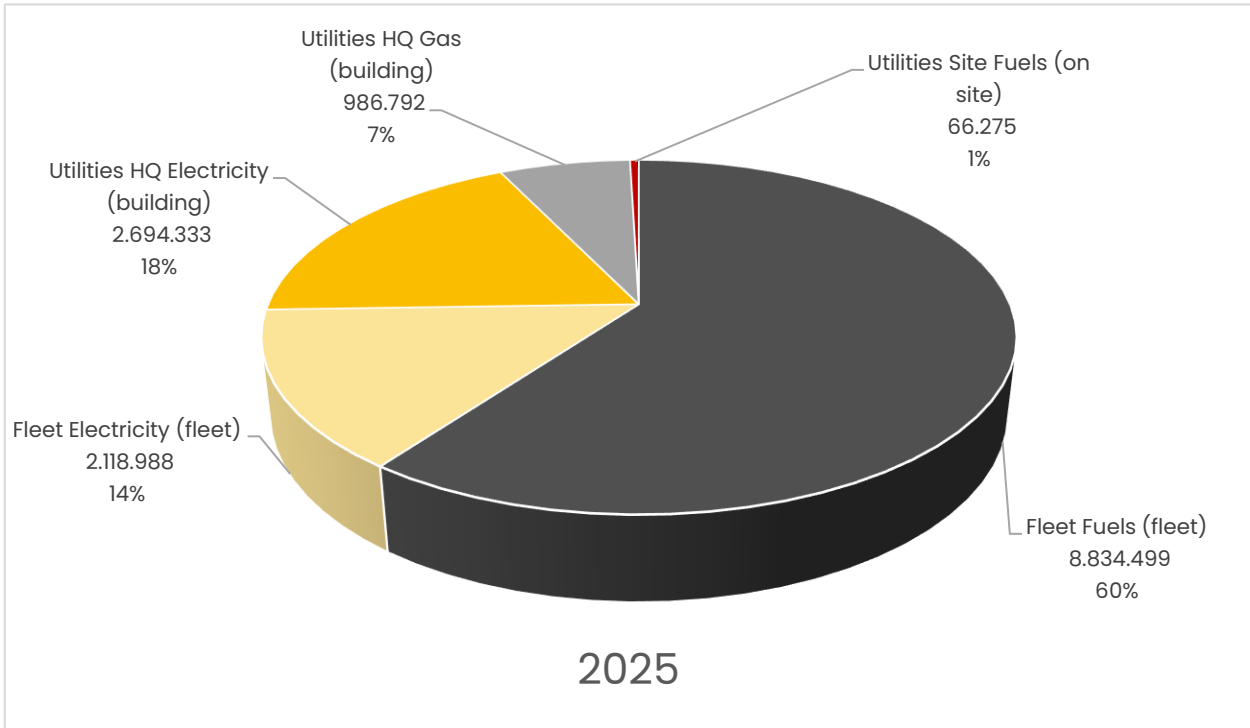
⁴ In accordance with page 48 (1.A.2-1 b vii) of the CO₂ Performance Ladder Manual 4.0



Energy assessment

The table below shows primary energy consumption (expressed in kWh) for both the base year 2024 and the target year 2025. The data is broken down by energy source and its use.

Primary energy consumption	2024 (kWh)	2025 (kWh)	Difference (kWh)	Difference (%)
Fleet	10.784.577	10.953.487	168.910	1,6%
Fuels (fleet)	9.553.085	8.834.499	-718.586	-7,5%
Adblue	-	-	-	0,0%
Diesel-Car	2.920.864	2.087.675	-833.189	-28,5%
Diesel-Van	4.846.630	4.843.429	-3.201	-0,1%
Hybrid-Car	999.380	1.597.123	597.743	59,8%
Hybrid-Van	-	-	-	0,0%
Unleaded-Car	626.670	162.290	-464.379	-74,1%
Unleaded-Van	159.542	143.983	-15.559	-9,8%
Electricity (fleet)	1.231.491	2.118.988	887.496	72,1%
Elec-Car (charged at own offices)	288.658	705.600	416.943	144,4%
Elec-Car (charging at home)	446.035	596.673	150.638	33,8%
Elec-Car (charging unknown)	36.321	30.825	-5.496	-15,1%
Elec-Car (public charging)	460.478	785.890	325.413	70,7%
Elec-Van	-	-	-	0,0%
Utilities HQ	3.516.922	3.681.125	164.202	4,7%
Electricity (building)	2.513.103	2.694.333	181.230	7,2%
Electricity Purchased	2.122.910	2.067.385	-55.525	-2,6%
Electricity solar panels	390.193	626.948	236.755	60,7%
Gas (building)	1.003.820	986.792	-17.028	-1,7%
Gas	1.003.820	986.792	-17.028	-1,7%
Refrigerants (building)	-	-	-	0,0%
Refrigerants	-	-	-	0,0%
Utilities Site	100.531	66.275	-34.256	-34,1%
Fuels (on site)	100.531	66.275	-34.256	-34,1%
Fuels	100.531	66.275	-34.256	-34,1%
Total	14.402.030	14.700.886	298.857	2,1%

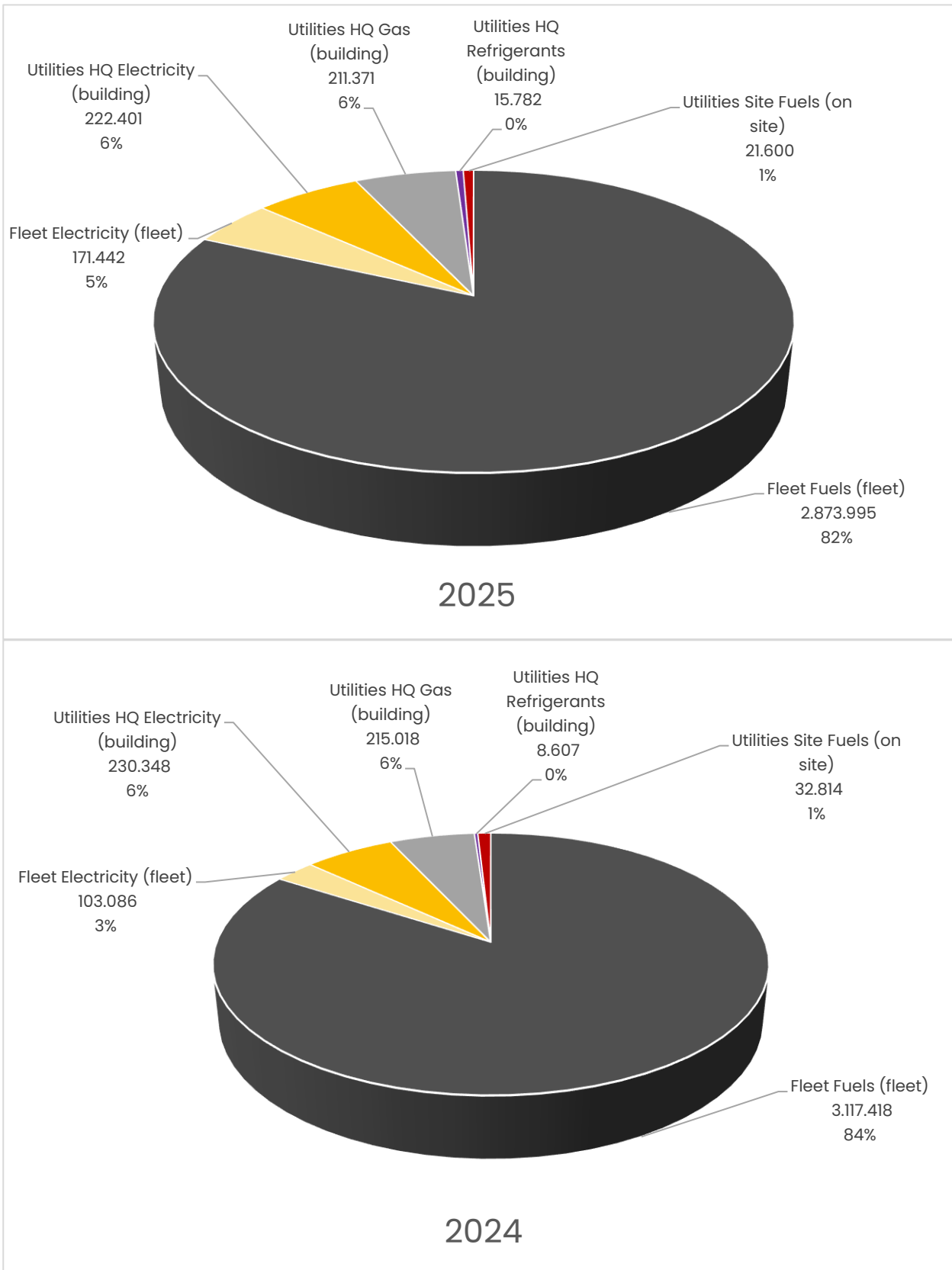




Carbon emissions assessment

The table below shows the carbon emissions (expressed in kgCO₂e) for both the base year 2024 and the target year 2025. The data is broken down by energy source and its use.

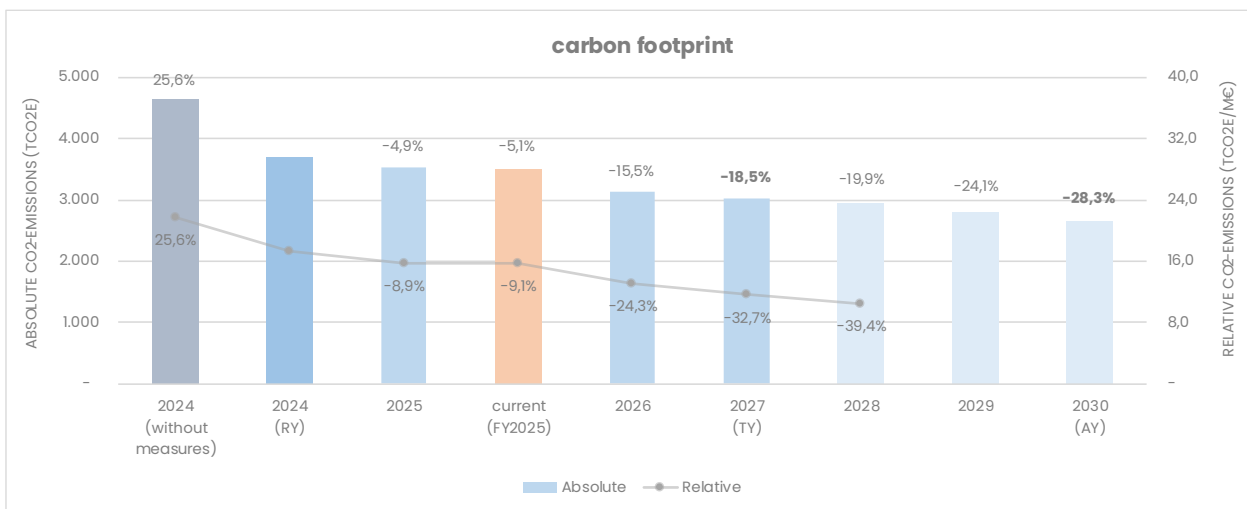
Carbon emissions	2024 (kgCO ₂ e)	2025 (kgCO ₂ e)	Difference (kgCO ₂ e)	Difference (%)
Fleet	3.220.505	3.045.437	-175.068	-5,4%
Fuels (fleet)	3.117.418	2.873.995	-243.423	-7,8%
Adblue	2.888	2.986	98	3,4%
Diesel-Car	953.390	680.384	-273.005	-28,6%
Diesel-Van	1.581.972	1.578.499	-3.473	-0,2%
Hybrid-Car	324.155	513.630	189.474	58,5%
Hybrid-Van	-	-	-	0,0%
Unleaded-Car	203.264	52.192	-151.072	-74,3%
Unleaded-Van	51.748	46.304	-5.444	-10,5%
Electricity (fleet)	103.086	171.442	68.355	66,3%
Elec-Car (charged at own offices)	24.478	59.835	35.357	144,4%
Elec-Car (charging at home)	37.824	50.598	12.774	33,8%
Elec-Car (charging unknown)	10.025	8.511	-1.513	-15,1%
Elec-Car (public charging)	30.760	52.497	21.738	70,7%
Elec-Van	-	-	-	0,0%
Utilities HQ	453.973	449.554	4.419	-1,0%
Electricity (building)	230.348	222.401	-7.947	-3,4%
Electricity Purchased	230.348	222.401	-7.947	-3,4%
Electricity solar panels	-	-	-	0,0%
Gas (building)	215.018	211.371	-3.647	-1,7%
Gas	215.018	211.371	-3.647	-1,7%
Refrigerants (building)	8.607	15.782	7.175	83,4%
Refrigerants	8.607	15.782	7.175	83,4%
Utilities Site	32.814	21.600	-11.214	-34,2%
Fuels (on site)	32.814	21.600	-11.214	-34,2%
Fuels	32.814	21.600	-11.214	-34,2%
Total	3.707.292	3.516.590	-190.702	-5,1%



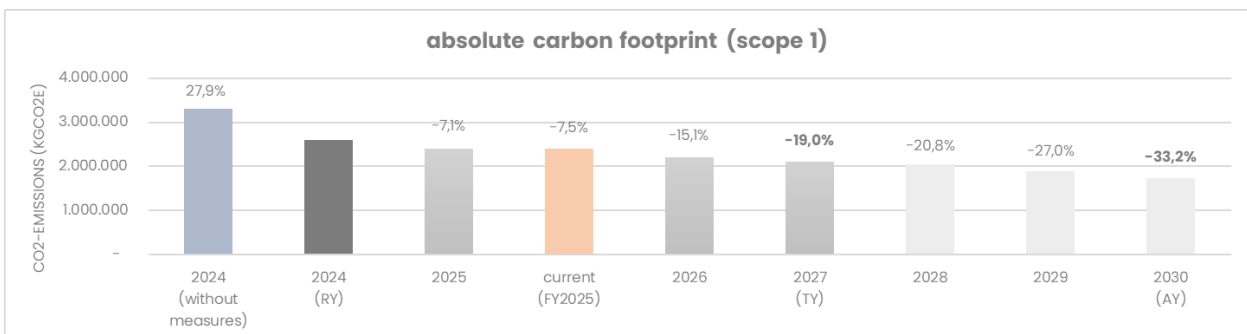
Reduction status and targets

Based on the results for 2025, VMA concludes that it is on its way to achieve its target of a 15% absolute carbon reduction by 2027. The target of a 4,9% absolute reduction has been slightly exceeded, with a reduction of 5,1%.

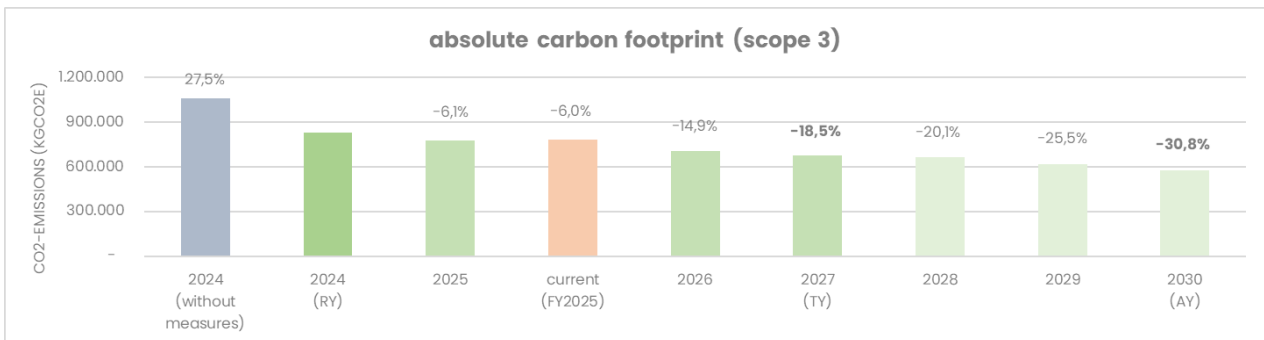
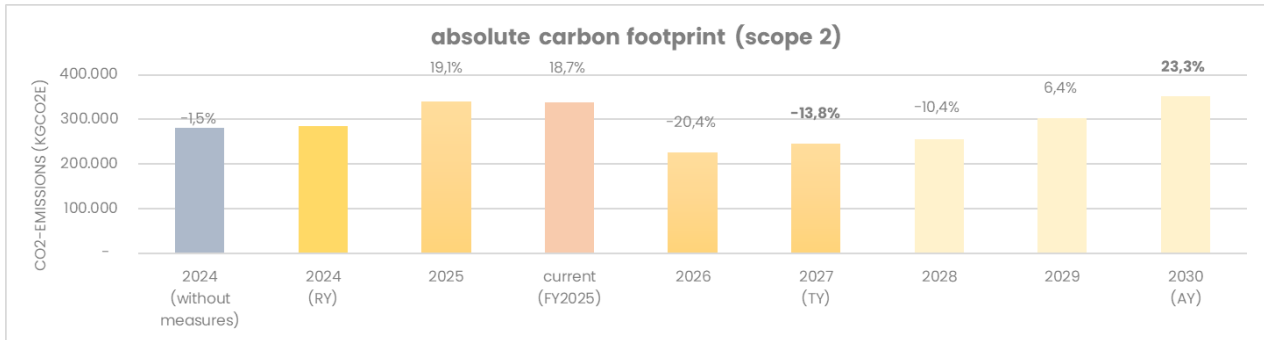
Due to an increase in revenue during this year the relative carbon reduction is even higher with a reduction percentage of -9,1%. This result indicates that VMA is on track to achieve its relative carbon reduction target of -24% by 2027.



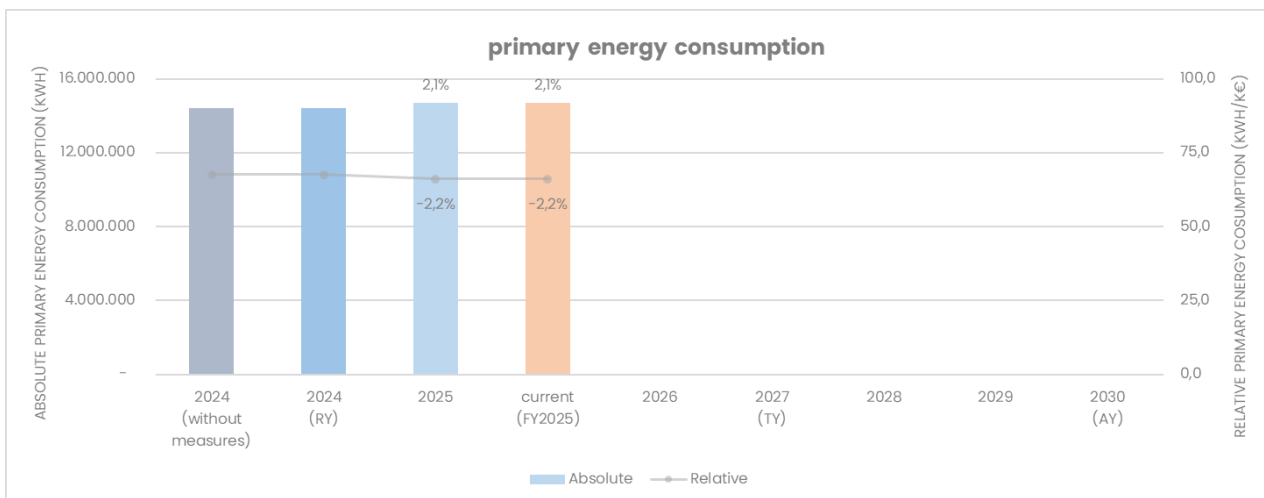
To provide an overview of the trends within each scope, these are broken down below. It is noted that the results are in line with expectations.



It is important to note the increase in Scope 2 emissions, mainly due to the electrification of the vehicle fleet. As a result of future measures (including the purchase of green Belgian electricity), these emissions are expected to decrease again.



In contrast to the reduction in carbon emissions, VMA's absolute primary energy consumption increased throughout 2025 compared with the reference year 2024. However, this increase is partially due to the growth in VMA's revenue and activities, particularly those of VMA Maintenance. When primary energy consumption is plotted relative to turnover, this results in a relative reduction of -2.1% to a value of 66.1 kWh/k€. This means that the trend is already slightly below the target set for 2027, namely maintaining the status quo regarding relative primary energy dependency. See the following chapter for further details concerning the targets and the measures/actions taken to obtain these targets.





Objectives and measures

Objective 1: Make a shift towards less carbon-intense energy sources⁵

Carbon reduction	Unit	Target	% (RY2024)	2025	% (RY2024)
Absolute	tCO2e	-556	-15	-191	-5,1
Scope 1	tCO2e	-389	-15	-194	-7,5
Scope 2	tCO2e	-28	-10	53	18,7
Scope 3	tCO2e	-125	-15	-50	-6
Relative	tCO2e/M€	-5,7	-24,1	-1,6	-9,1

Measure 1.1: Fleet electrification (personal vehicles)

Scopes:	-1 / +2 / -3
Status:	on track
Expected CO2 reduction:	-526 tCO2e
Current CO2 reduction:	-182 tCO2e

Description:

Through the introduction of its own internal car policy – which was implemented in 2023 – the passenger cars used by VMA Belgium⁶ will be electrified in stages. When signing a new leasing contract, employees will be required to choose an electric model (or a hybrid in exceptional circumstances⁷). This phased transition will take some time, with most models expected to be electric by 2028. The electrification of the fleet is monitored via the sustainability dashboard and the quarterly reporting. Based on this information the fleet data prognosis are made.

With this measure, VMA aims to reduce the carbon intensity of its passenger car fleet, which makes up for a big part of our own carbon footprint.

Comment on status:

Fossil fuelled cars are steadily being phased out according to the car policy. AT the end of 2025 48% of the personal vehicles owned/leased by VMA Belgium were full electric. At the end of 2024 this was only 27%. As expected, the electrification has a positive effect on the carbon footprint of VMA.

Measure 1.2 : Purchasing of Belgian green electricity

Scopes:	-2 / -3
Status:	ongoing
Expected CO2 reduction:	-153 tCO2e
Current CO2 reduction:	-

⁵ For both scope 1, scope 2 and scope 3 related emissions

⁶ VMA Belgium = entities within Belgium: VMA NV, VMA Sud and VMA Maintenance

⁷ Exceptional circumstances being a limitation on the provision of sufficient charging facilities or travelling of very long distances in places with insufficient charging facilities.



Description:

In addition to the existing contract for green electricity (of unspecified origin), an additional requirement will be negotiated with the current energy supplier to guarantee green electricity of Belgian origin. The origin of this electricity will be monitored via the Green Check of the various responsible organisations⁸.

With this measure, VMA aims to reduce the carbon intensity of its electricity purchased which makes up for most of its scope 2 emissions. Next to that VMA aims to increase the demand for locally produced green electricity and to reduce the energy lost in the electricity grid.

Comment on status:

The green Belgian electricity contract has been signed by VMA. From January 2026 onwards the electricity used on the office sites of VMA Belgium will be Belgian green electricity. This will be verified – once the data is available – by means of the ‘Greencheck’-tools available for each region.

Objective 2: Cap our need for energy⁹

Primary energy reduction	Unit	Target	% (RY2024)	2025	% (RY2024)
Absolute	MWh	3058	21,2	299	2,1
Relative	kWh/M€	0	0	-1,5	-2,2

Measure 2.1: Implementation of mobility budgets

- Scopes: -1 / -2 / -3
- Status: **planned**
- Expected CO2 reduction: -25 tCO2e
- Expected primary energy savings: -124.398 kWh
- Current CO2 reduction: -
- Current primary energy savings: -

Description:

By introducing the option to choose a mobility budget¹⁰ instead of a passenger car VMA Belgium¹¹ is enabling it’s employees to make the decision for a less carbon-intense mode of transport. Due to the fact that this is a new option that is not directly available for employees that already have an active leasing contract, the initial impact is expected to be quite low. Yet, VMA expects some employees to make the shift.

With this measure, VMA aims to reduce its number of passenger cars and with that its primary energy consumption. Given the many options available when using the mobility budget and the unknown interest among employees, it is difficult to make accurate

⁸ VNR (Vlaamse Nutsregulator), Brugel and CWAPE

⁹ Energy meaning primary energy in this case

¹⁰ All three pillars of the mobility budget will be available for the employees

¹¹ VMA Belgium = entities within Belgium: VMA NV, VMA Sud and VMA Maintenance



calculations of the reductions. The current calculations are based on a mild/conservative scenario.

Note: through the mobility budget, part of the carbon emissions will shift to the section of scope 3 emissions that are not (yet) included in the emissions inventory.

Comment on status:

The implementation of the mobility budget is currently being prepared by the HR department, this includes inspecting the legal requirements, selecting the software facilitating the mobility budget and preparing the necessary communication material towards the VMA employees.

Measure 2.2 : Partial energy renovation of the Louvain-La-Neuve office building

Scopes:	-1 / -2 / -3
Status:	on track (executed)
Expected CO2 reduction:	-30 tCO2e
Expected primary energy savings:	-91.150 kWh
Current CO2 reduction:	-29 tCO2e
Current primary energy savings:	-211.170 kWh

Description:

By renovating the office building in Louvain-La-Neuve VMA aims to reduce both electricity (scope 2 + 3) and gas (scope 1 + 3) consumption, which results in a reduced primary energy consumption.

The renovation includes replacing the cooling installation of the building, replacing glass panes by more energy efficient models and add extra insulating layers on the rooftop.

Comment on status:

The renovations were executed gradually from Q2 2025 onwards. The effect was already noticeable during the last three quarters of 2025 with a decrease of 40% in gas consumption and a decrease of 10% in electricity consumption¹². This reduction was much more than budgeted which led to a positive effect on both the primary energy reduction target as well as the carbon reduction target (even though the last one is limited).

Measure 2.3 : Partial rental of the Charleroi office building

Scopes:	-1 / -2 / -3
Status:	on track (executed)
Expected CO2 reduction:	-11 tCO2e
Expected primary energy savings:	-17.490 kWh
Current CO2 reduction:	-2 tCO2e
Current primary energy savings:	-17.934 kWh

¹² This electricity consumption covers the building's total electricity consumption, changes in the use of electrical appliances that are not linked to the renovations mentioned are very likely to have had an unknown impact on this result.



Description:

By sharing a part (10%) of the facilities at the Charleroi office site with BPC, VMA is optimizing the occupancy rate of its offices. As a result, the building's utilities are used more efficiently and BPC contributes to the payment of these costs.

With this measure, VMA aims to reduce its own primary energy usage of the office building in Charleroi. The 'reduced' primary energy will be part of the carbon footprint of BPC. Due to the fact that this eliminates the need for a new or solitary office building this is considered as a reduction measure.

Comment on status:

BPC is occupying the Charleroi office building since 27-10-2025. As agreed with BPC, 10% of the consumption¹³ will be reported by them and deduced from the reporting of VMA. This is done on a quarterly basis.

Objective 3: Raise our internal energy awareness

Measure 3.1 : Execution of an energy efficiency study on the Charleroi office building

Scopes: -1 / -2 / -3

Status: ongoing

Description:

Based on the energy consumption data and the current energy assets within the VMA Charleroi building, an energy study will be carried out to explore a number of investment options or contractual changes. This includes: switching the energy contract to a flexible electricity tariff, installing battery storage, an expansion of the current PV installation and installation of a wind turbine. This study will be used to make future targeted investments at this site.

Comment on status:

VMA is awaiting the results of the study. The person executing the study is currently being supported by the team on site.

¹³ Electricity, gas and water



CO2 Performance Ladder projects¹⁴

During 2025, VMA did not have any ongoing projects in which the CO2 Performance Ladder provided a competitive advantage in the tendering process.

Initiatives & Collaborations

Throughout 2025, VMA had two ongoing collaborations aimed at increasing its own internal knowledge and that of its supply chain regarding CO₂ emissions.

As a multi-disciplinary construction group, CFE established a **Sustainability Board** several years ago to meet monthly with the various entities and their experts (Sustainability Officers) to put their heads together and discuss sustainability-related topics. These topics range from launching joint initiatives to inviting external speakers for inspiration. There are also regular debates on topics that concern all entities, and updates on new developments within the sector.

Bazaar is a platform founded during the CFE Sustainability Board's meetings, which focuses on the reuse of materials considered surplus at our various construction sites. It was noted that many sites often dispose of this type of surplus as waste, whilst there may be a demand for such materials at other locations. This platform is the answer to ending this unnecessary 'linear' culture. In this way, 'surplus items' can even be offered at a set price so that the seller can actually make a profit. It is often a win-win for both parties.

¹⁴ formerly "project with award advantage"

Appendices

Emission inventory

Entity	Topic	Indicator	2024	2025	Unit	EF 2024 kgCO2e/unit	EF 2025 kgCO2e/unit	CO2 emissions 2024 kgCO2e	CO2 emissions 2025 kgCO2e	Omzettingsfactor kWh/unit	Primary energy consumption 2024 kWh	Primary energy consumption 2025 kWh
VMA	Fleet	Diesel-Car	97.262	73.740	liter	3,255	3,250	316.588	239.655	9,97	969.918	735.352
VMA	Fleet	Hybrid-Car	37.554	46.497	liter	2,821	2,797	105.940	130.052	8,70	326.615	404.395
VMA	Fleet	Unleaded-Car	6.772	1.594	liter	2,821	2,797	19.104	4.458	8,70	58.898	13.863
VMA	Fleet	Diesel-Van	136.977	125.828	liter	3,255	3,250	445.860	408.941	9,97	1.365.965	1.254.785
VMA	Fleet	Hybrid-Van	-	-	liter	2,821	2,797	-	-	8,70	-	-
VMA	Fleet	Unleaded-Van	11.425	10.489	liter	2,821	2,797	32.230	29.338	8,70	99.366	91.225
VMA	Fleet	Elec-Van	-	-	kWh	0,212	0,212	-	-	2,5	-	-
VMA	Fleet	Adblue	2.297	2.357	liter	0,260	0,260	597	613	0	-	-
VMA	Fleet	Elec-Car (charging at home)	70.974	93.863	kWh	0,212	0,212	15.046	19.899	2,5	177.435	234.658
VMA	Fleet	Elec-Car (charged at own offices)	67.938	131.551	kWh	0,212	0,212	14.403	27.889	2,5	169.845	328.878
VMA	Fleet	Elec-Car (public charging)	93.100	148.501	kWh	0,167	0,167	15.548	24.800	2,5	232.750	371.253
VMA	Utilities HQ	Gas	240.887	300.840	kWh	0,214	0,214	51.598	64.440	1	240.887	300.840
VMA	Utilities HQ	Refrigerants	-	14.086	kgCO2e	1,000	1,000	-	14.086	0	-	-
VMA	Utilities HQ	Electricity Purchased	349.541	411.541	kWh	0,212	0,212	74.103	87.247	2,5	873.853	1.028.853
VMA	Utilities HQ	Electricity solar panels	61.113	66.931	kWh	0,000	0,000	-	-	2,5	152.783	167.328
VMA	Utilities Site	Fuels	10.081	6.646	liter	3,255	3,250	32.814	21.600	9,97	100.531	66.275
VMA MAINTENANCE	Fleet	Diesel-Car	57.747	45.353	liter	3,255	3,250	187.966	147.397	9,97	575.866	452.270
VMA MAINTENANCE	Fleet	Hybrid-Car	16.022	19.319	liter	2,821	2,797	45.198	54.035	8,70	139.347	168.022
VMA MAINTENANCE	Fleet	Unleaded-Car	4.339	9.675	liter	2,821	2,797	12.240	27.061	8,70	37.737	84.146
VMA MAINTENANCE	Fleet	Diesel-Van	81.185	108.042	liter	3,255	3,250	264.257	351.137	9,97	809.595	1.077.419
VMA MAINTENANCE	Fleet	Hybrid-Van	-	-	liter	2,821	2,797	-	-	8,70	-	-
VMA MAINTENANCE	Fleet	Unleaded-Van	1.925	3.962	liter	2,821	2,797	5.430	11.082	8,70	16.742	34.458
VMA MAINTENANCE	Fleet	Elec-Van	-	-	kWh	0,212	0,212	-	-	2,5	-	-
VMA MAINTENANCE	Fleet	Adblue	2.536	2.578	liter	0,260	0,260	659	670	0	-	-
VMA MAINTENANCE	Fleet	Elec-Car (charging at home)	12.893	18.915	kWh	0,212	0,212	2.733	4.010	2,5	32.233	47.288
VMA MAINTENANCE	Fleet	Elec-Car (charged at own offices)	600	954	kWh	0,212	0,212	127	202	2,5	1.500	2.385
VMA MAINTENANCE	Fleet	Elec-Car (public charging)	44.131	63.447	kWh	0,167	0,167	7.370	10.596	2,5	110.328	158.618

VMA MAINTENANCE	Utilities HQ	Gas	103.300	111.959	kWh	0,214	0,214	22.127	23.982	1	103.300	111.959
VMA MAINTENANCE	Utilities HQ	Refrigerants	-	-	kgCO2e	1,000	1,000	-	-		-	-
VMA MAINTENANCE	Utilities HQ	Electricity Purchased	30.051	36.753	kWh	0,212	0,212	6.371	7.792	2,5	75.128	91.883
VMA MAINTENANCE	Utilities HQ	Electricity solar panels	-	-	kWh	0,000	0,000	-	-	2,5	-	-
VMA MAINTENANCE	Utilities Site	Fuels	-	-	liter	3,255	3,250	-	-	9,97	-	-
VMA POLSKA	Fleet	Diesel-Car	40.580	49.564	liter	3,255	3,250	132.088	161.083	9,97	404.673	494.263
VMA POLSKA	Fleet	Hybrid-Car	-	38.320	liter	2,821	2,797	-	107.181	8,70	-	333.278
VMA POLSKA	Fleet	Unleaded-Car	45.474	2.409	liter	2,821	2,797	128.282	6.738	8,70	395.497	20.952
VMA POLSKA	Fleet	Adblue	-	305	liter	0,260	0,260	-	79	0	-	-
VMA POLSKA	Fleet	Elec-Car (charging unknown)	14.528	12.330	kWh	0,690	0,690	10.025	8.511	2,5	36.321	30.825
VMA POLSKA	Utilities HQ	Gas	203.561	223.738	kWh	0,214	0,214	43.603	47.925	1	203.561	223.738
VMA POLSKA	Utilities HQ	Refrigerants	-	-	kgCO2e	1,000	1,000	-	-		-	-
VMA POLSKA	Utilities HQ	Electricity Purchased	105.216	98.446	kWh	0,690	0,690	72.631	67.957	2,5	263.040	246.115
VMA POLSKA	Utilities HQ	Electricity solar panels	-	-	kWh	0,000	0,000	-	-	2,5	-	-
VMA POLSKA	Utilities Site	Fuels	-	-	liter	3,255	3,250	-	-	9,97	-	-
VMA SUD	Fleet	Diesel-Car	97.311	40.692	liter	3,255	3,250	316.747	132.249	9,97	970.407	405.790
VMA SUD	Fleet	Hybrid-Car	61.332	79.500	liter	2,821	2,797	173.018	222.362	8,70	533.418	691.429
VMA SUD	Fleet	Unleaded-Car	15.469	4.982	liter	2,821	2,797	43.638	13.935	8,70	134.537	43.330
VMA SUD	Fleet	Diesel-Van	267.851	251.822	liter	3,255	3,250	871.855	818.422	9,97	2.671.070	2.511.225
VMA SUD	Fleet	Hybrid-Van	-	-	liter	2,821	2,797	-	-	8,70	-	-
VMA SUD	Fleet	Unleaded-Van	4.994	2.104	liter	2,821	2,797	14.088	5.885	8,70	43.434	18.299
VMA SUD	Fleet	Elec-Van	-	-	kWh	0,212	0,212	-	-	2,5	-	-
VMA SUD	Fleet	Adblue	6.275	6.244	liter	0,260	0,260	1.632	1.623	0	-	-
VMA SUD	Fleet	Elec-Car (charging at home)	94.547	125.891	kWh	0,212	0,212	20.044	26.689	2,5	236.368	314.728
VMA SUD	Fleet	Elec-Car (charged at own offices)	46.925	149.735	kWh	0,212	0,212	9.948	31.744	2,5	117.313	374.338
VMA SUD	Fleet	Elec-Car (public charging)	46.960	102.408	kWh	0,167	0,167	7.842	17.102	2,5	117.400	256.020
VMA SUD	Utilities HQ	Gas	456.072	350.255	kWh	0,214	0,214	97.691	75.025	1	456.072	350.255
VMA SUD	Utilities HQ	Refrigerants	8.607	1.696	kgCO2e	1,000	1,000	8.607	1.696		-	-
VMA SUD	Utilities HQ	Electricity Purchased	364.356	280.214	kWh	0,212	0,212	77.243	59.405	2,5	910.890	700.535
VMA SUD	Utilities HQ	Electricity solar panels	94.964	183.848	kWh	0,000	0,000	-	-	2,5	237.410	459.620
VMA SUD	Utilities Site	Fuels	-	-	liter	3,255	3,250	-	-	9,97	-	-
TOTAL								3.707.292	3.516.590		14.402.030	14.700.886

Emission factors

The emission factors have been determined based on the CO2 emission factors website¹⁵. The SKAO list of changes is considered authoritative. Where the website is deemed insufficient, additional sources are used (e.g. in the case of Polish emission factors for electricity).

Following the annual update of the data on the CO2 emission factors website¹⁶, the emission factors are adjusted at the end of each year. In this case, the impact on the base year remains limited.

Category	Energy type	Unit	2024 EF	2024 WTT (Scope 3)	2024 TTW (Scope 1 - 2)	2024 Source	2025 EF	2025 WTT (Scope 3)	2025 TTW (Scope 1 - 2)	2025 Source
Fuel (building)	Natural gas (HHV)	g / kWh	214,2	29,2	185	CO2emissiefactoren.be	214,2	29,2	185	CO2emissiefactoren.be
Fuel (building)	Stookolie (mazout)	g / litre	3468	816	2652	CO2emissiefactoren.be	3462	816	2646	CO2emissiefactoren.be
Fuel (fleet)	AdBlue	g / litre	260	0	260	CO2emissiefactoren.nl	260	0	260	CO2emissiefactoren.nl
Fuel (fleet)	Gasoline (E10)	g / litre	2821	645	2176	CO2emissiefactoren.be	2797	658	2139	CO2emissiefactoren.be
Fuel (fleet)	Diesel (B7)	g / litre	3255	787	2468	CO2emissiefactoren.be	3250	788	2462	CO2emissiefactoren.be
Fuel (sites)	Diesel (fossil)	g / litre	3468	816	2652	CO2emissiefactoren.be	3462	816	2646	CO2emissiefactoren.be
Electricity	Electricity solar panels	g / kWh	0	0	0	CO2emissiefactoren.be	0	0	0	CO2emissiefactoren.be
Electricity (market based)	Renewable electricity (BE)	g / kWh	7	7	0	CO2emissiefactoren.be	7	7	0	CO2emissiefactoren.be
Electricity (market based)	Grey electricity (BE)	g / kWh	213	27	186	CO2emissiefactoren.be	212	26	186	CO2emissiefactoren.be
Electricity (market based)	Unknown electricity (BE)	g / kWh	167	22	145	CO2emissiefactoren.be	167	22	145	CO2emissiefactoren.be
Electricity (market based)	Grey electricity (PL)	g / kWh	690,3	144	546,3	Carbon + Alt +Delete > IEA Emission Factors for Energy v2025.01	690,3	144	546,3	Carbon + Alt +Delete > IEA Emission Factors for Energy v2025.01
Electricity (market based)	Renewable electricity (PL)	g / kWh	0	0	0	Carbon + Alt +Delete > IEA Emission Factors for Energy v2025.01	0	0	0	Carbon + Alt +Delete > IEA Emission Factors for Energy v2025.01
Refrigerants	R290	g / kg	3000	-	3000	CO2emissiefactoren.be	20000	-	20000	CO2emissiefactoren.be
Refrigerants	R454B	g / kg	466609,813	-	466609,813	Manual calculation (based on EF CO2emissiefactoren.be)	531532	-	531532	Manual calculation (based on EF CO2emissiefactoren.be)
Refrigerants	R32	g / kg	677000	-	677000	CO2emissiefactoren.be	771000	-	771000	CO2emissiefactoren.be
Refrigerants	R407c	g / kg	1624000	-	1624000	CO2emissiefactoren.be	1908000	-	1908000	CO2emissiefactoren.be
Refrigerants	R410a	g / kg	1924000	-	1924000	CO2emissiefactoren.be	2256000	-	2256000	CO2emissiefactoren.be
Refrigerants	R22	g / kg	176000	-	176000	CO2emissiefactoren.be	1960000	-	1960000	CO2emissiefactoren.be
Electricity (location based)	Electricity (PL)	g / kWh	690,3	144	546,3	Carbon + Alt +Delete > IEA Emission Factors for Energy v2025.01	690,3	144	546,3	Carbon + Alt +Delete > IEA Emission Factors for Energy v2025.01
Electricity (location based)	Electricity (BE)	g / kWh	171,1	29	142,1	Carbon + Alt +Delete > IEA Emission Factors for Energy v2025.01	171,1	29	142,1	Carbon + Alt +Delete > IEA Emission Factors for Energy v2025.01

¹⁵ www.CO2emissiefactoren.be

¹⁶ www.CO2emissiefactoren.be



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SMART TECHNOLOGY
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List of measures (CO2 Performance Ladder website)



Buildings and Sites

Charging stations for electric vehicles

Category B

Implemented on: 01-01-2024

The organisation has at least 1 charging station per 10 parking spaces

As a result of its own car policy – which encourages the use of electric cars – there is a high demand for charging facilities at VMA's office sites. To meet this demand, the company has installed charging points at most of its office sites (both at its own offices and at leased offices)

Smart charging

Category C

Implemented on: 01-01-2024

The organisation has introduced smart charging for at least 50% of its charging stations.

To better align the power used to charge electric vehicles with the output of the solar panels on the roof of its office building, VMA is implementing a smart control system for the charging stations. Under this system, charging profiles for employees are adjusted based on the expected output, whilst allowing for a degree of flexibility. Through this measure, VMA aims both to increase its own consumption and to avoid placing a load on the grid.

Partial energy renovation of the Louvain-La-Neuve office building

Custom

Implemented on: 01-04-2025

End date: 31-03-2026

By renovating the office building in Louvain-La-Neuve VMA aims to reduce both electricity (scope 2 + 3) and gas (scope 1 + 3) consumption, which results in a reduced primary energy consumption.

The renovation includes replacing the cooling installation of the building, replacing glass panes by mo

Partial rental of the Charleroi office building

Custom

Implemented on: 01-10-2025

End date: 30-09-2026

By sharing a part (10%) of the facilities at the Charleroi office site with BPC, VMA is optimizing the occupancy rate of its offices. As a result, the building's utilities are used more efficiently and BPC contributes to the payment of these costs.

With this measure, VMA aims to reduce its own pr

Execution of an energy efficiency study on the Charleroi office building

Custom

Scheduled for: 01-09-2025

Based on the energy consumption data and the current energy assets within the VMA Charleroi building, an energy study will be carried out to explore a number of investment options or contractual changes. This includes: switching the energy contract to a flexible electricity tariff, installing batter

Execution of an energy efficiency study on the Alken office building

Custom

Scheduled for: 30-06-2026

In line with the requirement to possess an EPC-NR certificate for the company's own office buildings, an energy assessment is being carried out for the office building in Alken. This assessment will examine the options available for meeting the minimum energy performance requirements in the future.

Partial rental of the Lint office building

Custom

Implemented on: 01-04-2025

End date: 31-03-2026

By sharing a part of the facilities at the Lint office site with an external party, VMA is optimizing the occupancy rate of its offices. As a result, the building's utilities are used more efficiently and the co-tenant contributes to the payment of these costs.

With this measure, VMA aims to reduce

Purchasing green electricity from the country where it is used

Category A

Scheduled for: 01-01-2026

At least 95% of the electricity used for fixed locations is green electricity from the same country in which it is used

In addition to the existing contract for green electricity (of unspecified origin), an additional requirement will be negotiated with the current energy supplier to guarantee green electricity of Belgian origin. The origin of this electricity will be monitored via the Green Check of the various responsible organisations.

With this measure, VMA aims to reduce the carbon intensity of its electricity purchased which makes up for most of its scope 2 emissions. Next to that VMA aims to increase the demand for locally produced green electricity and to reduce the energy lost in the electricity grid.

Generating your own sustainable electricity

Category A

Implemented on: 01-01-2024

At least 5% of the electricity used is covered by own generation of renewable electricity (through own investment or lease).

To meet the electricity needs of its offices, VMA is supplying solar panel installations to its largest owned office buildings. In doing so, VMA aims to reduce its carbon footprint (Scope 2 & 3), primary energy consumption and the load on the electricity grid.

Minimising transport kilometres

Category A

Implemented on: 01-04-2026

The organisation structurally minimises transport kilometres through constant attention to route planning optimisation

By monitoring the transportation of maintenance technicians more closely and allocating technicians to maintenance tasks in a more efficient, location-based manner, VMA aims to reduce the number of kilometres travelled in order to achieve both an improvement in its carbon footprint (Scope 1 and 3) and its operations.

Using zero-emission vans and delivery vehicles up to 3,500 kg

Category A

Scheduled for: 01-01-2029

At least 10% of the fleet of vans or delivery vehicles up to 3,500 kg used for transport & logistics (not passenger transport) by the organisation is zero-emission

Through the implementation of pilot projects involving electric vans, VMA is conducting targeted research into the feasibility of using electric models within its operations. In doing so, VMA aims to reduce the carbon emissions associated with its van fleet, which account for more than half of its total emissions. For these pilot projects, specific projects are being carefully selected that are least affected by potential obstacles. These include factors such as driving range, charging facilities (on site) and the maximum weight of the vans.

Passenger Mobility

Using zero-emission passenger vehicles

Category B

Scheduled for: 01-01-2028

At least 50% of the fleet of passenger vehicles used for the organisation is zero-emission

Through the introduction of its own internal car policy – which was implemented in 2023 – the passenger cars used by VMA Belgium will be electrified in stages. When signing a new leasing contract, employees will be required to choose an electric model (or a hybrid in exceptional circumstances). This phased transition will take some time, with most models expected to be electric by 2028. The electrification of the fleet is monitored via the sustainability dashboard and the quarterly reporting. Based on this information an the fleet data prognosis are made.

Introducing mobility budgets

Custom

Scheduled for: 01-01-2027

By introducing the option to choose a mobility budget instead of a passenger car VMA Belgium is enabling it's employees to make the decision for a less carbon-intense mode of transport. Due to the fact that this is a new option that is not directly available for employees that already have an active