



OSL



CLIMATE ACTION REPORT 2026 FOR THE YEAR 2025



The following climate protection report and the quantified emissions inventory it contains relate to the emissions generated by the operator of the Aktion SuperDrecksKëscht® at the site (Scope 1 and 2), as well as emissions from upstream and downstream processes (Scope 3).

The climate protection report should be regarded as a supplementary document to the sustainability report and the environmental statement of the **SuperDrecksKëscht® campaign** and **OSL** – Oeko-Service Luxembourg SA, the organisation commissioned to implement the initiative. The description of the reporting organisation (organisational boundaries) and further requirements set out in DIN EN ISO 14064, unless described below, can be found in particular in the environmental statement of **SDK/OSL**. Further information is also contained in the sustainability report. These can be viewed at:



Sustainability report 2025



Environmental statement 2026 for 2025



Since 2020, **SDK** has been compiling a carbon footprint based on the international GHG (Greenhouse Gas Protocol) standard, identifying and, where possible, quantifying both direct and indirect greenhouse gas emissions. Since 2022, Scope 3 emissions have also been included, and the requirements of ISO 14064 are taken into account as far as possible. A climate protection officer has been appointed since 2020, who, in collaboration with the in-house climate team, is responsible for implementing the **SDK/OSL** climate protection strategy.

The carbon footprint takes into account the GHG emissions of all greenhouse gases. With regard to greenhouse gases other than CO₂, the following should be noted:

- CH₄ (methane): This greenhouse gas plays no role in **SDK/OSL**'s operations..
- N₂O (nitrous oxide): **SDK/OSL** collects nitrous oxide cartridges from private households and businesses. In 2025, this already totalled 12.56 tonnes, having risen from just 40 kg in 2022. The quantity of nitrous oxide contained in these cartridges is unknown. By collecting, conditioning and forwarding them for proper disposal to a reprocessing company that recycles the nitrous oxide, **SDK/OSL** ensures that no further nitrous oxide is released into the atmosphere through uncontrolled handling.
- NF₃, SF₆: These greenhouse gases do not play a role in **SDK/OSL**'s operations..
- HFCs: Hydrofluorocarbons are found, amongst other things, in old refrigeration appliances, which **SDK/OSL** collects on behalf of the national producer responsibility scheme Ecotrel. Other products also contain HFCs – particularly in insulation foams. The collection, conditioning and onward transport of the waste products in question are carried out in such a way that no HFCs are released into the atmosphere through uncontrolled handling. Pentane-based refrigeration appliances are also treated in such a way that no additional greenhouse gases are released.

SDK/OSL also collects other containers containing residual gases, including gas cylinders containing domestic gases such as propane/butane, as well as aerosol cans and gas lighters. Here too, **SDK/OSL** ensures that, through the collection, conditioning and forwarding of the waste products in question, no gases are released into the atmosphere as a result of uncontrolled handling.

SDK/OSL collects waste products from private households and businesses, inspects, treats and conditions them at its own logistics centre, and sends them to recycling and waste treatment facilities. .



With regard to Scope 3 emissions, category 3.5 (waste) is therefore particularly significant, as are categories 1–4. Categories 8 (rented or leased tangible assets), 11 (use of products), 12 (end-of-life product management), 13 (rented or leased tangible assets), 14 (franchising) and 15 (investments) are classified as not applicable or immaterial..

The tasks and activities of **SDK/OSL** have a wide range of positive effects and lead to greenhouse gas reductions: prevention strategies, education for sustainable development, innovation projects, collection of problematic products, and remanufacturing processes.

The reductions achieved through these activities are reported separately. External offsets are not utilised. Particularly high reductions result from the implementation of the ‘Resource Potential’ concept compared with undifferentiated waste treatment. The ‘Resource Potential’ concept – certified to ISO 14024:2018 – prioritises treatment and recovery processes that, in line with the principles of a circular economy, guarantee the maximum production of secondary raw materials and, secondarily, of substitute fuels. This avoids the energy consumption and the associated greenhouse gas emissions that are often linked to the use of primary raw materials.

To quantify the avoided greenhouse gas emissions more precisely, calculations were carried out for 15 key products/product groups that are collected, treated and passed on to a reprocessor by **SDK/OSL**. The calculations of the product-specific CO₂ footprints (PCF) for waste treatment at **SDK / Oeko-Service Luxemburg S.A.**, compared with conventional waste treatment systems, were carried out by proTerra Umweltschutz- und Managementberatung GmbH – an accredited environmental verifier for the calculation of PCFs (Product Carbon Footprint). The calculated values are used under Scope 3.5 (B) – waste collected and treated, including the company’s own waste, processed via the **SDK** logistic center –.

- Further reductions result from
- the substitution of mineral diesel with biodiesel made from used kitchen oils
 - the substitution of fossil heating oil/gas with Used kitchen oils in the central heating system
 - the use of green electricity instead of electricity from the national electricity mix
 - the generation of electricity via its own PV system

In addition, energy audits are carried out regularly – most recently in 2022 – to ensure energy efficiency in line with the state of the art.

The 2025 assessment yielded a calculated total carbon footprint of 1,243.62 tonnes of CO₂ equivalents and a calculated reduction of 2,573.23 tonnes of CO₂ equivalents. In the following climate protection report, the carbon footprint and reductions are presented separately in detail and explained, as required by the standards.



SCOPE 1 - DIRECT EMISSIONS

TRANSPORT

60.29 tonnes of CO₂ equivalents from vehicles (lorries, vans, cars). A high percentage of these run on biodiesel and, increasingly, on electricity (green electricity), and use electricity generated by the **SDK/OSL** solar power installation. By using biodiesel, a total of **284.96 tonnes of CO₂ equivalents** can be avoided compared with the use of fossil diesel.

The share of fossil fuels stood at 11.14% in 2025. The absolute figure in 2019 was still 194.4 tonnes of CO₂ equivalents (a decrease of 69.0%). In 2025, too, the figure remained stable and was on a par with previous years. This reflects the increasing share of biodiesel and, above all, the purchase of further electric vehicles.

Prevention/Targets: To further increase the proportion of electric vehicles and the use of biodiesel. The strategy of 'electric propulsion over internal combustion engines' will be continued.

HEATING/THERMAL ENERGY

By directly using collected waste kitchen oil, a total of **77.3 tonnes of CO₂ equivalents** were avoided, which would have been produced had fossil fuel heating oil been used instead.

As part of the energy audit carried out on 21 July 2022, measures were proposed to optimise the heating and hot water management systems and to achieve further energy savings. These included, amongst other things, separating space heating from process heating and domestic hot water, reducing losses in the local heating system, and replacing ceiling fans with ceiling radiators.

In this context, two new burners were installed in early 2025, designed to meet the specific requirements of using waste cooking oil. During the installation period, it was necessary to use a mobile, conventional heating system that had to be fuelled by fossil fuels. This resulted in a carbon footprint of **26.66 tonnes of CO₂ equivalents**. Once the new burners were commissioned, only used kitchen oils were used to operate the heating system.

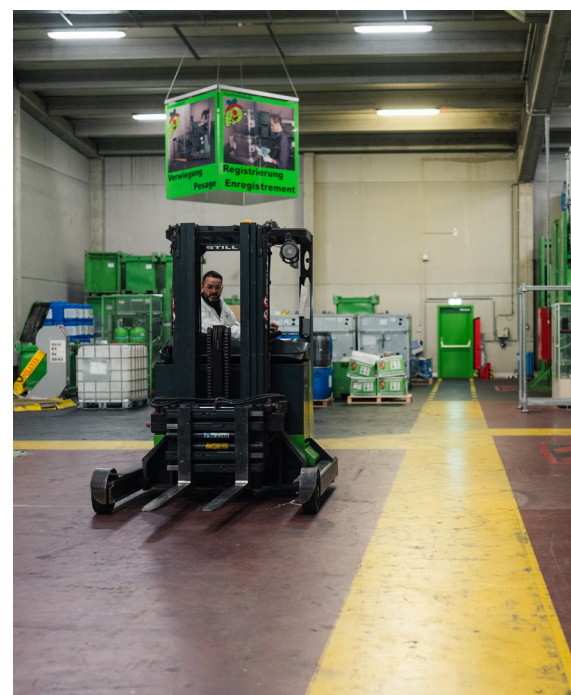
MACHINES

Thanks to various measures (replacing fossil diesel with biodiesel, a new second-hand gas-powered street sweeper), emissions were reduced to around 10–15 tonnes of CO₂ equivalents. The figure for 2025, at 11.09 tonnes of CO₂ equivalents, was slightly lower than that for 2024.



↑ The Service-Center as part of the mobile collection

↓ Use of electric forklifts





Scope 2 - INDIRECT EMISSIONS (ELECTRICITY)

Purchasing a new electric-powered sweeper is not cost-effective and, given the resources required to manufacture a new sweeper, is not currently justifiable in terms of climate protection and sustainability. In 2023, a second-hand, efficient sweeper in as-new condition was purchased.

In 2021, the existing petrol-powered forklift was replaced with an electric forklift, which significantly reduced petrol consumption. As a result, only electric forklifts that run on electricity generated on-site are now used at the site.

Prevention/Objectives: The aim is to replace as many machines as possible with electric drives or renewable fuels.

In total, Scope 1 GHG emissions amounted to 98.04 tonnes of CO₂ equivalents, which, whilst still at a low level, was significantly higher than in the previous year (53.24 tonnes of CO₂ equivalents), primarily due to heating.

SCOPE 2 - INDIRECT EMISSIONS (ELECTRICITY)

Indirect emissions amounted to:

ELECTRICITY SITE

Total electricity consumption rose by 3.8 per cent to 434,664 kWh in 2025. Excluding consumption from electric vehicle charging, the **SDK Centre's** electricity consumption rose by 3.8 per cent from 255,587 kWh to 271,295 kWh, which falls within the expected range of variation.

The electricity drawn from the grid – amounting to 211,398 kWh – was sourced as 'enovos naturstrom'. The 2024 electricity label for 'enovos naturstrom' (see the following page, latest available certificate) in accordance with the Grand-Ducal Regulation of 21 June 2010 shows 0 kg of CO₂ equivalents and is applied here. Compared with the national electricity mix, the use of green electricity sourced from the grid saves 187 g/kWh, corresponding to **39.53 tonnes of CO₂ equivalents**.

PV-INSTALLATION

The solar PV installation on Hall 1, with a capacity of 719.14 kW_{peak}, was connected to the grid on 30 November 2022. It was expanded by 457.94 kW_{peak} in 2025 to cover Hall 1 and Hall 2. Due to this expansion, a new 1,000 kVA transformer had to be installed. The extended section of the system came into operation on 22 September 2025. There are plans to install a battery storage system in the foreseeable future to increase the proportion of self-consumption and become less reliant on the external electricity supply.

In 2025, the solar power plant generated 729.4 MWh of electricity, of which 223.2 MWh was consumed on-site and 506.2 MWh was fed into the grid. This results in a net surplus of 294,805 kWh, meaning that more electricity was generated than consumed.

↓ Aerial view of the Colmar-Berg site with its solar power installation





The CO₂ savings achieved through the generation of green energy amount to **136.41 tonnes of CO₂ equivalents** compared with the national electricity mix.

ELECTRICITY - VEHICLES

The aim of equipping the entire passenger car fleet with fuel-efficient vehicles is gradually being put into practice. By the end of 2025, there were 56 electric vehicles in the fleet. As part of the **SDK/OSL** Climate Protection Strategy, since autumn 2022 all staff with more than two years' service have been offered an electric vehicle (small car). Where the use of electric vehicles is not yet possible due to insufficient range (lorries, vans), vehicles equipped with the latest emissions control technology (Euro 6d-temp) are used.

The vehicles are mainly charged at the Colmar-Berg site (81.5 per cent of estimated consumption). Since the installation of the solar panel system, the organisation's own electricity has been used to charge the vehicles.

The externally supplied vehicle charging electricity (2025 – 18.5 per cent) is

- sourced from Enovos (enodrive). Generally, when using electric vehicles, a value of 0 kg CO₂ equivalents is also reported here (when using the national Chargy system).
- Charging carried out privately and abroad may, in some cases, have been using conventional electricity.

Through the purchase of green electricity and the generation of electricity via the PV installation, a calculated saving of 175.94 tonnes of CO₂ equivalents was achieved. The commissioning of the new PV modules enabled this figure to be significantly increased compared with the previous year (137.96 tonnes of CO₂ equivalents).

↓ Charging of electric vehicles at the company's own charging point





Electricity labelling

in accordance with the Grand-Ducal Regulation of 21 June 2010 on the electricity labelling system. Mémorial A No. 98, p. 1802

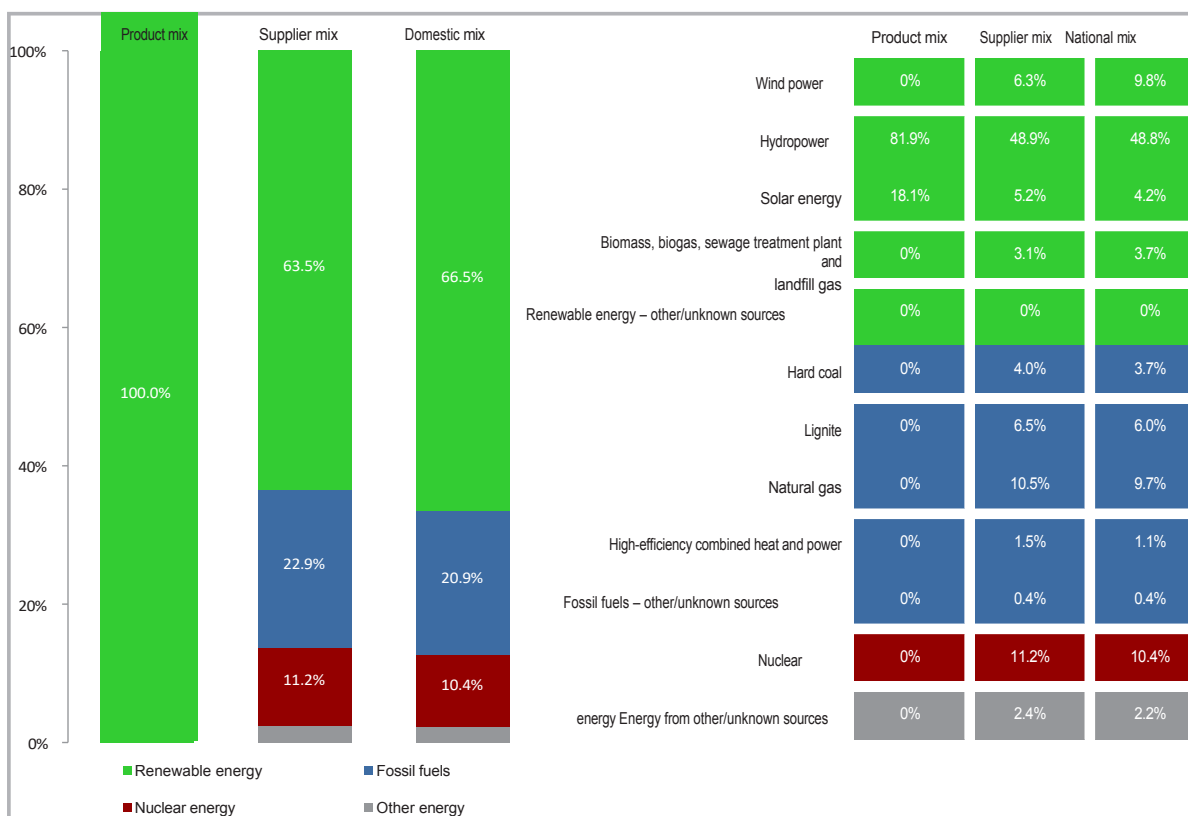
Supplier Enovos Luxembourg S.A.
www.enovos.lu

Product naturstrom
Year 2024

Environmental impact due to CO₂ emissions



Environmental impact of radioactive waste



Product mix Breakdown by energy source for the 'naturstrom' product on offer.

Supplier mix Composition by energy source for the entire product range of the electricity supplier Enovos Luxembourg S.A., which corresponds to the average composition of all the electricity supplier's products.

National mix Average electricity mix by energy source for all electricity suppliers to end customers in Luxembourg.

DE

↑ Translation of the original German document



SCOPE 3 - INDIRECT EMISSIONS THROUGH UPSTREAM ACTIVITIES

[Significant emissions according to the materiality analysis]

PURCHASED GOODS AND SERVICES (3.1)

→ A. MANUFACTURING AND PROCESSING

Manufacturing or extraction, processing and transport of purchased goods and services such as operating supplies, logistics containers, office supplies and consumables, etc.

Purchasing is carried out in accordance with the guidelines for suppliers and products. Logistics containers and other operating resources are procured according to criteria relating to the circular economy, sustainability, reparability and local-regional production. A detailed catalogue of criteria applies.

Logistics containers are classified under Scope 3.1 or Scope 3.2 depending on their application (single-use/short-term use or multiple-use/reusable).

The materiality/relevance of consumables in procurement was determined on the basis of order/purchase volumes and in consultation with the coordinators. For consumables classified as non-material due to their low volume, a 10% surcharge was applied to the calculated value of CO₂ equivalents **[see table under 3.1 C]**.

The following are currently classified as essential (manufacture, processing and transport to Colmar-Berg):

- Logistics: collection boxes, drums (PE/metal), plastic sacks, cooking fat buckets, other containers and logistics materials

↓ Logistics - containers





Scope 3 - INDIRECT EMISSIONS THROUGH UPSTREAM ACTIVITIES

- Labels, paper and printed materials
- Tyres

Cardboard boxes: Data on production and supply are available: information provided by the supplier. Based on the data – quantity supplied per year – this results in **26.57 tonnes of CO₂ equivalents**.

Drums: Data on the production and supply of metal and PE drums were estimated using information from the literature (UK DEFRA). Based on the data – quantity supplied per year – this results in **98.61 tonnes of CO₂ equivalents**.

Plastic sacks (PE films and big bags): Data on the production and supply costs of PE films were estimated using literature sources (UK DEFRA). Based on the data – quantity supplied per year – this results in **75.25 tonnes of CO₂ equivalents**.

Kitchen oil tubs: Data on the production and supply of PE containers were estimated using data from the literature (UK-DEFRA). Based on the data – quantity supplied per year – this results in **86.96 tonnes of CO₂ equivalents**.

Other logistics materials: Data for production and supply were estimated using literature sources (UK DEFRA). Based on the data – quantity supplied per year – this results in **1.79 tonnes of CO₂ equivalents**.

Paper and printed materials: Suppliers/printers offset paper and printed materials partly automatically; otherwise, this was commissioned where possible.

The savings achieved by using printers with certified offsetting amounted to **2.49 tonnes of CO₂ equivalents** in 2025. The volume of printed materials is falling continuously, partly as a result of digitalisation.

Labels and other printed materials: Labels are a key consumable (product labels, ADR labels, other logistics labels). Data for the production and supply of labels and other printed materials not offset by the supplier were estimated on the basis of literature sources (UK DEFRA). The data – quantity supplied per year – result in **0.75 tonnes of CO₂ equivalents**.

Tyres: Tyres are a key consumable (cars, lorries, forklift trucks). Data on manufacturing and supply costs were estimated on the basis of literature sources (UK DEFRA). The data – quantity supplied per year – result in **12.24 tonnes of CO₂ equivalents**.

For lorries in particular, retreaded tyres are gradually being used wherever possible. This saves raw materials and energy, thereby also reducing CO₂ emissions.

→ B. TRANSPORT OF GOODS AND SERVICES

Purchased services: The sustainability criteria mentioned above also apply here. CO₂ equivalents for the manufacture or extraction and processing of materials and products used, as well as energy consumption in the context of the services, are classified as immaterial and are taken into account by applying a 10% mark-up to the total value of Scope 3.1 emissions.

Transport of goods: Transport/deliveries of purchased goods classified as material. The data was calculated based on the number of deliveries, the distance from the supplier to the site, and a standard fuel consumption figure. The data results in **30.81 tonnes of CO₂ equivalents**.

Transport services provided by service providers: Transport/deliveries relating to purchased services classified as material. The data was calculated based on the number of deliveries, the distance of the service provider from the site, and a standard fuel consumption value. The data results in **6.39 tonnes of CO₂ equivalents**.

Here too, materiality was determined in consultation with the coordinators.

Server capacities: websites, SDK cloud, mail server (= purchased service)

Although this is not considered a key factor, the **SDK** website was nevertheless analysed in terms of energy efficiency and the carbon footprint of server usage. The **SDK** scores 80.7 per cent out of 100 per cent in terms of energy efficiency and climate impact (2021 survey).

Together with the 10 per cent allowance, this results in a total of 373.12 tonnes of CO₂ equivalents for purchased goods and services. This is on a par with the previous year (346.27 tonnes of CO₂ equivalents).

CAPITAL GOODS (3.2)

→ A. MANUFACTURING AND PROCESSING

Manufacture or extraction, processing and transport of purchased capital goods, property, machinery and vehicles.

Purchasing is carried out in accordance with the guidelines for suppliers and products. Logistics containers and other operating resources are procured according to criteria relating to the circular economy, sustainability, reparability and local-regional production. A detailed catalogue of criteria applies.

Logistics containers are classified under Scope 3.1 or Scope 3.2 depending on their application (single-use/short-term use or reusable/multi-use). All logistics containers that are durable and used on a reusable basis are regarded as capital goods.

Materiality was determined in consultation with the coordinators. For capital goods classified as immaterial due to their small quantity, a 10 per cent surcharge was applied to the calculated value of CO₂ equivalents [see table under 3.2 C].

The following are currently classified as material (manufacture, processing and transport to Colmar-Berg):

- PV installation including infrastructure (transformers, switch cabinets, etc.)
- Heating system
- Workwear
- Vehicles including trailers and forklifts
- SAP collection containers
- Metal stanchion pallets
- GELKOH boxes
- Paloxes
- ECOBOXes
- Building/interior fittings, including furniture
- IT, as well as the fuel dispenser and charging stations

Fixed assets are only taken into account in the year of acquisition.



↓ Logistics - containers

↓ Info-Center building





In 2025, the following significant fixed assets were acquired:

Photovoltaic installation: The photovoltaic system was expanded in 2024. On Hall 1, modules with a capacity of 99.6 kWp (kilowatt-peak) were installed in the remaining gap. On Hall 2, PV modules with a capacity of 356.7 kWp were installed. The newly installed modules could not be connected to the grid until 2025 due to a transformer that still needed to be installed. This transformer and the necessary accessories resulted in a further **20.7 tonnes of CO₂ equivalents for 2025**.

Burners: In 2025, the old burners in the heating system were replaced with modern burners suitable for use with waste cooking oil. Emissions of **30.0 tonnes of CO₂ equivalents** are estimated for the manufacture and supply of the burners.

Workwear: Data for manufacture and supply were estimated based on information from the literature. The data – quantity supplied per year – result in **9.16 tonnes of CO₂ equivalents**.

Vehicles: Purchase of 2 new passenger cars, a lorry tractor unit and a truck-mounted forklift: Data for manufacture and supply were estimated based on literature sources. This results in **29.0 tonnes of CO₂ equivalents** for the passenger cars, and **30.0 tonnes of CO₂ equivalents** for the tractor unit and forklift.

SAP collection containers: Data on manufacturing and provision were estimated based on literature sources (UK DEFRA). The data – quantity supplied per year – result in **35.66 tonnes of CO₂ equivalents**.

Metal stanchion pallets: No purchase in 2025.

Paloxes: Data on production and supply were estimated on the basis of information from the literature (UK DEFRA). The data – quantity supplied per year – result in **21.57 tonnes of CO₂ equivalents**.

ECOBXes: Data on production and supply were estimated on the basis of information from the literature (UK DEFRA). The data – quantity supplied per year – result in **8.77 tonnes of CO₂ equivalents**.

GELKOH-Boxes and special containers: GELKOH boxes and special containers for the safe storage of lithium-ion batteries: Data on production and supply were estimated on the basis of literature sources (UK DEFRA). The data – quantity supplied per year – result in **8.25 tonnes of CO₂ equivalents**.

Building and interior fittings, including furniture: Data on production and supply were estimated on the basis of information from the literature. The data – quantity supplied per year – result in **8.02 tonnes of CO₂ equivalents**.

IT: Data on production and supply were estimated on the basis of references in the literature. The data – quantity supplied per year – result in **10.79 tonnes of CO₂ equivalents**.

→ B. TRANSPORT OF GOODS

Goods transport: Transport/deliveries of purchased capital goods classified as significant. The data was calculated on the basis of the number of deliveries, the distance from the supplier to the site, and a standard fuel consumption figure. The data results in **1.88 tonnes of CO₂ equivalents**.

Together with the 10 per cent surcharge, this results in a total of 235.19 tonnes of CO₂ equivalents for purchased capital goods (previous year: 557.20 tonnes of CO₂ equivalents). This figure depends on new acquisitions and may therefore vary significantly from year to year.



FUEL- AND ENERGY-RELATED EMISSIONS NOT INCLUDED IN SCOPE 1 AND 2 (3.3)

Production or extraction, processing and transport of energy sources in use, including the non-fossil energy sources biodiesel and used kitchen oils.

According to 'Table K.1 – DIN EN ISO 14083:2023 Quantification and reporting of greenhouse gas emissions from transport operations', the following emissions are generated during the production of fuels:

Mineral diesel: Tank-to-wheel 3.17 kg CO₂ equivalents per kg / Well-to-wheel 3.74 kg CO₂ equivalents per kg.

Biodiesel: Tank to Wheel 0.15 kg CO₂ equivalents per kg, Well to Wheel 1.42 kg CO₂.

The value for production, extraction, processing and transport was calculated based on the difference between the 'tank-to-wheel' value (combustion during vehicle operation) already taken into account under Scope 1.

Using the available data, a figure of 170.96 tonnes of CO₂ equivalents can therefore be calculated (not comparable with the previous year's figure, as the basis for calculation is different).

TRANSPORT AND DISTRIBUTION OF GOODS AND SERVICES (3.4)

Fuels: Collection of waste products by partner organisations

These are carried out on the direct instructions of the **SDK / OSL** as part of the services offered under the **SDK fir Bierger** and **SDK fir Betriber** schemes. The 'well-to-wheel' figure is used to calculate CO₂ equivalents, i.e. the energy required to produce the fuels (upstream) is also taken into account.

Avista-Oil (disposal of waste oil): According to Avista Oil, 883.20 litres of diesel were consumed in 2025. This equates to **2.75 tonnes of CO₂ equivalents** (calculation basis: Table K.1 – DIN EN ISO 14083:2023 Quantification and reporting of greenhouse gas emissions from transport operations).

ENTEK (Disposal of Coolant and Brake Fluid): In 2025, ENTEK's collection vehicle covered 3,500 km on behalf of **SDK**. According to ENTEK, 595 l of diesel were consumed during this journey. This results in a figure of **1.85 tonnes of CO₂ equivalents** (calculation basis: Table K.1 – DIN EN ISO 14083:2023 Quantification and reporting of greenhouse gas emissions from transport operations).

Schirra (disposal of waste oil): In 2025, Schirra calculated diesel consumption of 3,974 litres. This results in a figure of **12.37 tonnes of CO₂ equivalents** (calculation basis: Table K.1 – DIN EN ISO 14083:2023 Quantification and reporting of greenhouse gas emissions from transport operations).

Prevention/Objectives: The proportion of biodiesel used to transport waste products to the reprocessing company is to be increased further. The target is 100 per cent.

↓ Collection - SDK fir Bierger





Fuels: deliveries to reprocessing companies

Transport of waste products to the reprocessing company: National/regional partners are commissioned to carry this out in accordance with the criteria (point B.6). Reusable containers are used wherever possible.

In 2025, Transports Hein provided the following transport services: a total target distance of 178,643 km and total diesel consumption of 64,804 litres. Of this, 58,783 litres were mineral diesel and 6,071 litres were biodiesel.

These figures include:

- Deliveries to reprocessing companies
- Nationwide collection of paper/cardboard on behalf of the **SDK**
- Type of lorry (container, articulated lorry)
- One-way journey only or return journey (Aller-Retour); departure from the Hein site (for one-way journeys) and departure/arrival from/to the Hein site (for return journeys)

This results in a value of **183.57 tonnes of CO₂ equivalents** (fossil diesel – taking into account the upstream chain – Well to Wheel; biodiesel – tank-to-wheel; basis for calculation: Table K.1 – DIN EN ISO 14083:2023 (Quantification and reporting of greenhouse gas emissions from transport operations)).

The savings achieved by Transports Hein through the use of biodiesel, compared with the use of fossil diesel, can be quantified at **17.51 tonnes of CO₂ equivalents**.

Transports Arthur Welter consumed 2,093 litres of diesel for transport to **SDK** reprocessing companies. This results in a value of **6.51 tonnes of CO₂ equivalents** (calculation basis: Table K.1 – DIN EN ISO 14083:2023 Quantification and reporting of greenhouse gas emissions from transport operations).

Using the available data, a figure of 206.26 tonnes of CO₂ equivalents can therefore be calculated (previous year: 153.79 tonnes of CO₂ equivalents). The main reason for this significant increase is the reduced use of biodiesel by Transports Hein.



SCOPE 3 - SITE-SPECIFIC INDIRECT EMISSIONS

WASTE (3.5)

→ OWN WASTE, NOT HANDLED VIA THE LOGISTICS CENTRE (A)

With a few exceptions, waste from offices and administration, as well as from post-collection processing (i.e. the sorting, treatment, conditioning, etc. of collected waste), is handled via the logistics centre. Waste that is not handled via the logistics centre currently comprises only a small amount of waste relating to oil and grease separators, as well as the treatment of green waste from the maintenance of green spaces.

Waste recipients are specifically selected with a view to promoting the circular economy and climate protection, using the 'Resource Potential' tool where possible. Based on figures from Zero Waste Scotland, a value of **1.47 tonnes of CO₂ equivalents** has been estimated.

Prevention/Objectives: The management of the waste we generate is based on the **SDK fir Betriber** approach and focuses on waste prevention.

Waste prevention initiatives carried out in the past (examples):

- Avoiding single-use plastic packaging (voluntary commitment, 2018)
- Treating tap water for drinking
- Coffee in reusable bulk packaging (PE drum)
- Organising company parties in line with the Green Events concept

→ WASTE COLLECTED AND PROCESSED, INCLUDING OWN WASTE, HANDLED VIA THE LOGISTICS CENTRE (B)

To calculate the CO₂ equivalents, the 2025 stock-out figures were used, along with data from the reports by proTerra Environmental Protection and Management Consultancy GmbH (see page 2), Zero Waste Scotland, UK DEFRA and references in the literature. In addition, there is an increasing amount of specific data provided by the cooperation partners and reprocessing companies (life cycle assessments). Compared with the previous year, the calculated figures are therefore even more reliable. The positive effects resulting from recycling, the production of substitute fuel or thermal recovery (net energy gain) were offset against the products that are incinerated in (high-temperature) incinerators and thus require an additional energy input. Details of the calculation are available on request.

The net result is a saving of **2,015.02 tonnes of CO₂ equivalents** compared with undifferentiated waste treatment.

The aim is to further reduce the savings by applying the 'resource potential' tool and to achieve net CO₂ savings through recognised, certified credits.



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↑ Collection point in the administration building



→ WASTE AND END-OF-LIFE PRODUCTS COLLECTED AND PROCESSED FROM PRIVATE HOUSEHOLDS AND BUSINESSES, HANDLED BY PARTNERS (C)

Unlike fuels (Scope 3.4), the treatment of waste products recorded by cooperation partners is not taken into account under Scope 3.5, as these fall under their own Scope 3. However, savings are also achieved here compared with undifferentiated waste treatment.

BUSINESS TRIPS (3.6)

Status: Business trips abroad not undertaken using the company's own vehicles are rare. In total, business travel (by air, rail and hire car) by nine employees resulted in emissions of **0.3 tonnes of CO₂ equivalents** in 2025.

Current and future mitigation measures:

- Use of transport appropriate to the distance travelled (no short-haul flights)
- Use of video conferencing for meetings, discussions and training sessions

STAFF COMMUTING (3.7)

As company cars are made available to additional staff for their commutes, the majority of journeys fall under Scope 1 or 2. To calculate the remaining CO₂ equivalents, the distance travelled by staff from their homes to their workplace in Colmar-Berg was used. Data from the UK Government's GHG Conversion Factors for Company Reporting was used to calculate the CO₂ equivalents. The estimated proportion of time spent working from home was taken into account, as was the use of transport modes as determined in the 2021 employee survey (predominantly private cars).

Following an analysis of the available data and taking the aforementioned criteria into account, the resulting emissions figure is **28.16 tonnes of CO₂ equivalents**.

Prevention/Objectives: In 2018, the Mobility Centre drew up a mobility plan. Since 2020, there have been expanded options for working from home and flexible working hours.



SCOPE 3 - INDIRECT EMISSIONS FROM DOWNSTREAM ACTIVITIES

RENTED OR LEASED PROPERTY, PLANT AND EQUIPMENT (3.8)

Status: not applicable / not material

TRANSPORT AND DISTRIBUTION (3.9)

The following are classified as significant in this context: visitors attending training courses and on site visits; commutes by Ligue HMC staff to their workplace in Colmar-Berg; delivery drivers for the **SDK fir Bierger** mobile collection scheme; and delivery drivers at the logistics centre.

To calculate the CO₂ equivalents for visitors, an average distance of 40 km from their place of residence to the **SDK** centre in Colmar-Berg was used, along with statistics from visitor registration records. Account was taken of the fact that visitors also travel to the **SDK** centre by bus and in car-sharing arrangements.

After analysing the available data and taking the aforementioned criteria into account, the resulting emissions figure is **21.35 tonnes of CO₂ equivalents**.

To calculate the CO₂ equivalents for Ligue HMC staff, an average distance of 25 km from their place of residence to the **SDK** centre in Colmar-Berg was used. This calculation took into account the number of working days and the use of public transport and car-sharing.

Following an analysis of the available data and taking the aforementioned criteria into account, the resulting emission figure is **19.26 tonnes of CO₂ equivalents** (the same as the previous year, as there has been no significant change).

To calculate the CO₂ equivalents for those making deliveries to the mobile collection scheme run by **SDK fir Bierger**, the statistic 'number of deliverers' and an average distance of 7.5 km from their place of residence were used.

Following an analysis of the available data and taking the aforementioned criteria into account, the resulting emission figure is **84.80 tonnes of CO₂ equivalents**.

To calculate the CO₂ equivalents for suppliers at the **SDK** logistics centre, the 'registered suppliers' statistics were used, together with an average distance of 40 km from the location of the business or local authority.

Following an analysis of the available data and taking the aforementioned criteria into account, the resulting emission figure is **3.73 tonnes of CO₂ equivalents**.

PROCESSING OF END-OF-LIFE PRODUCTS / PROCESSING OF SOLD PRODUCTS (3.10)

Waste products from the collection of problematic products from households and the collection of waste products from businesses. The CO₂ equivalents are accounted for in Scope 3.5 (B and C).

USE OF SOLD PRODUCTS (3.11)

Applies to **SDK** products: OEKO-Pur, LECOBBOX, Ecobelle, ECOBOX, as well as products sold for waste collection and logistics

OekoPUR does not cause any significant direct CO₂ emissions during use, nor do LECOBBOX and Ecobelle. The ECOBOX causes CO₂ emissions during the cleaning process (dishwasher). This is also considered immaterial. The logistics materials sold are also considered immaterial.

MANAGEMENT OF PRODUCTS SOLD AT THE END OF THEIR LIFE CYCLE (3.12)

Applies to **SDK** products: OEKO-Pur, LECOBBOX, Ecobelle, ECOBOX, as well as waste collection and logistics products sold

OEKO-Pur: Use by the fire brigades, garage businesses, etc. – this is covered in section 3.5, as the disposal of used OEKO-Pur is handled by the **SDK**.

LECOBOX, Ecobelle, ECOBOX – not significant; all products are durable and do not yet constitute waste. To date, only a small number of damaged ECOBOXes or lids have been reported.

Products sold for waste management (collection containers, collection infrastructure): not material. Some of the products are taken back and are then covered under 3.5.

RENTED OR LEASED PROPERTY, PLANT AND EQUIPMENT (3.13)

Not applicable

FRANCHISING (3.14)

In general, all concepts, in line with the slogan ‘climate protection in action’, involve climate-friendly and sustainable behaviour.

This also applies to consultancy, coaching and knowledge transfer through innovation projects.

INVESTMENTS (3.15)

Status: not applicable / not material

The 2025 Scope 3 balance sheet, excluding savings, resulted in a calculated total carbon footprint of 1,145.58 tonnes of CO₂ equivalents, compared with 1,255.34 tonnes of CO₂ equivalents in the previous year. This is due in particular to fluctuations in Scope 3.2 capital goods.

The following pages:

Summary table with notes for 2025

Development of the carbon footprint 2020–2025



↑ Ecobelle



SUMMARY

SUMMARY

Area	GHG (t CO ₂ e)	Share in scope	Total share	Savings in t CO ₂ e	Remarks
Scope 1: Direct emissions	98,04	100,00%	7,88%		
1.1 Cat. 1: Heating (stationary combustion)	26,66	27,19%	2,14%	-77,30	Use of mineral diesel for auxiliary heating; savings achieved by using used kitchen oils compared with the use of fossil heating oil
1.2 Cat. 2: Transport (mobile combustion)	60,29	61,49%	4,85%	-284,96	excluding e-mobility; savings achieved through the use of biodiesel
1.3 Cat. 3: Machines	11,09	11,32%	0,89%		
Scope 2: Energy-related indirect emissions	0			-175,94	
2.1 Cat. 1: Electricity	0	0,00%	0,00%	-39,53	Savings achieved by using green electricity compared with the national electricity mix (amount of electricity purchased from the grid)
Production of electricity				-136,41	Electricity generation (729,469 MWh)
Scope 3: Other indirect emissions and removals	1.145,58	100,00%	92,12%		
Scope 3a					
3.1 Cat. 1: Purchased goods and services	373,30	32,59%	30,02%		Production and supply
A: Production and processing of goods					
→ Collection boxes made of cardboard	26,57	2,32%	2,14%		Cartonnerie de Lintgen
→ Barrels (PE/Metal)	98,61	8,61%	7,93%		Kruger
→ Foil bags and big bags	75,25	6,57%	6,05%		Versis
→ Cooking fat bucket 5 l and 30 l	86,96	7,59%	6,99%		Wolf Plastics / Alpia
→ Various containers and materials	1,79	0,16%	0,14%		Kayser Systems, Reinert, Lockweiler Plastic Werke
→ Paper and printed materials CO ₂ neutral	0,00	0,00%	0,00%	-2,49	Muller&Wegener, Reka Print, Imprimerie Centrale
→ Labels, paper and print products	0,75	0,07%	0,06%		Buschmann, ServoPack, Typo95
→ Tires	12,24	1,07%	0,98%		Thommes, Goedert, Graas
B: Transportation of goods and services					
→ Goods	30,81	2,69%	2,48%		Total of the most important suppliers
→ Services	6,39	0,56%	0,51%		Service de l'Entraide and Schiereener Atelier
C: 10 % surcharge for all other items of 3.1	33,94	2,96%	2,73%		
3.2 Cat. 2: Capital goods	235,19	20,53%	18,91%		Production and supply
A: Production and processing of goods					
→ new heating system (boiler/burner)	30,00	2,62%	2,41%		ELCO
→ Facelifting Infocenter	7,85	0,69%	0,63%		Bureau moderne. Reckinger, Luxcuisine, Fenster Mersch
→ Solar PV system – transformer, inverter, control cabinets	20,70	1,81%	1,66%		JOMA-Solar
→ Work clothes	9,16	0,80%	0,74%		Various suppliers according to list
→ Vehicles (cars)	29,00	2,53%	2,33%		1 RS, 1 Citroën Jumpy Diesel
→ Vehicles (lorry trailer)	10,00	0,87%	0,80%		MAN
→ Vehicles (forklifts)	20,00	1,75%	1,61%		4 Moffet-Stapler
→ Metal stanchion pallets	0,00	0,00%	0,00%		Kruizinga
→ Paloxes	21,57	1,88%	1,73%		Cargoplast
→ ECOBOXes	8,77	0,77%	0,71%		Ornamin
→ SAP collection containers	35,66	3,11%	2,87%		Bauer
→ Gelkoh boxes and special drums	8,25	0,72%	0,66%		Gelkoh
→ Furniture and furnishings	0,17	0,01%	0,01%		Maurer
→ IT	10,79	0,94%	0,87%		Various suppliers according to list
B: Transportation of goods					
→ Goods	1,88	0,16%	0,15%		
C: 10 % surcharge for all other items of 3.2	21,38	1,87%	1,72%		
3.3 Cat. 3: Fuel and energy-related emissions not included in scope 1 and 2	170,96	14,92%	13,75%		Well to Tank; incl. Biodiesel Hein
3.4 Cat. 4: Transportation and distribution (upstream)	207,05	18,07%	16,65%		
→ Hein	183,57	16,02%	14,76%	-17,51	Well-to-wheel excluding biodiesel (TtW); savings achieved through the use of biodiesel (Hein)
→ Arthur Welter	6,51	0,57%	0,52%		Well to Wheel
→ Avista-Oil	2,75	0,24%	0,22%		Well to Wheel
→ ENTEK	1,85	0,16%	0,15%		Well to Wheel
→ Schirra	12,37	1,08%	0,99%		Well to Wheel
Scope 3b					
3.5 Cat. 5: Waste	1,47	0,13%	0,12%		
→ A: Own waste not handled via logistics centre/through external waste disposal companies	1,47	0,13%	0,12%		low, as it is predominantly via item B; data from the 2023 and 2024 carbon footprint reports were subsequently corrected
→ B: Collected and treated waste including own waste handled via logistics centre	0,00	0,00%	0,00%	-2015,02	Based primarily on data from ZWS Scotland 2020, as well as a report by proTerra; recalculated compared with the previous year using an improved data set. For the sake of simplicity, the waste categories for which revenue is generated through sale (3.10) are also included here. Minimal; business travel abroad is mainly undertaken using company cars (Scope 1.2)
3.6 Cat. 6: Business travel	0,30	0,03%	0,02%		niedriges Niveau, da die überwiegende Mehrheit der Mitarbeiterinnen Dienstwagen nutzt (vorwiegende E-Fahrzeuge; Scope 1 bzw. 2); Emissionsfaktor Kraftstoff: Well to Wheels (Herstellung und Betrieb)
3.7 Cat. 7: Employee commuting	28,16	2,46%	2,26%		
3.8 Cat. 8: Rented or leased assets	n.z.		n.z.		not applicable
Scope 3c					
3.9 Cat. 9: Transportation and distribution (downstream)	129,15	11,27%	10,39%		
→ Participants of trainings and meetings	21,35	1,86%	1,72%		2023: change in the basis for calculation
→ Employees of Ligue HMC	19,26	1,68%	1,55%		2023: Change to method of calculation; 2025: Value same as in 2023 and 2024, as there is no significant change
→ Deliverers for the SDK's mobile collection service for residue	84,80	7,40%	6,82%		newly incorporated 2025
→ Deliveries to the logistics centre	3,73	0,33%	0,30%		newly incorporated 2025
3.10 Cat. 10: Processing of end-of-life products / Processing of sold products	in 3.5 B	in 3.5 B	in 3.5 B		All end-of-life products were considered in 3.5B.
3.11 Cat. 11: Use of products	n.s.	n.s.	n.s.		no significant emissions
3.12 Cat. 12: End-of-life treatment of products	n.s./in 3.5	n.s./in 3.5	n.s./in 3.5		> DEKO-Pur: is returned and goes in 3.5 > ECOBOXes: are returned and go in 3.5 > Waste bins, shelves and other aids: very durable, are also partly returned and go in 3.5.
3.13 Cat. 13: Leased or rented assets	n.a.	n.a.	n.a.		not applicable
3.14 Cat. 14: Franchises	n.a.	n.a.	n.a.		not directly applicable
3.15 Cat. 15: Investments	n.a.	n.a.	n.a.		not applicable
Total scope 1, Scope 2 und Scope 3	1.243,62				

Savings	
Savings from heating using used kitchen oils and biodiesel	-77,30
Savings from the use of biodiesel	-284,97
Savings from the use of green electricity	-39,53
Savings from electricity generation	-136,41
Savings from using a printing company with certified carbon offsetting for printed materials	-2,49
Savings from the use of biodiesel (Scope 3.4)	-17,51
Savings from waste treatment via resource potential B	-2.015,02
Total savings	-2.573,23



SUMMARY

Overview 2020–2025

Summary CO2 balance sheet

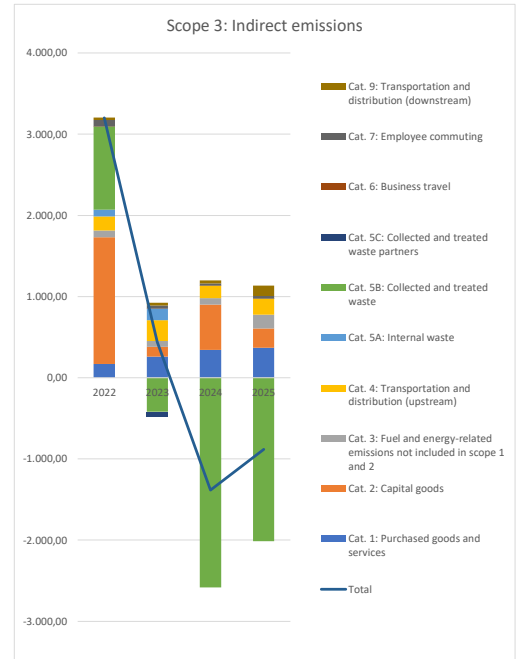
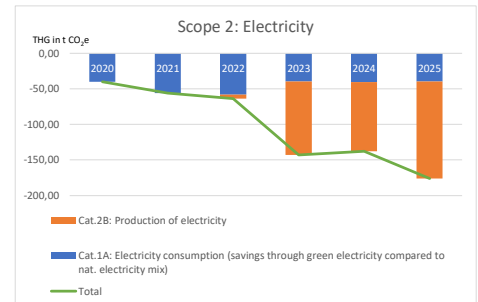
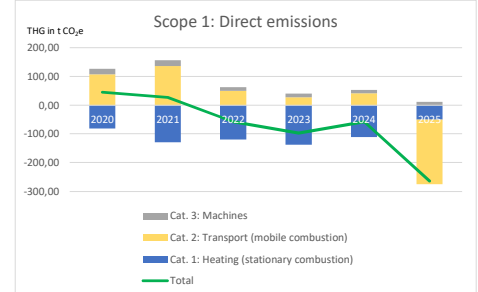
Scope 1: Direct emissions						
	2020	2021	2022	2023	2024	2025
Cat. 1: Heating (stationary combustion)	-81,54	-129,78	-119,90	-137,34	-111,19	-50,64
Cat. 2: Transport (mobile combustion)	107,10	136,36	49,27	27,11	41,10	-224,67
Cat. 3: Machines	19,32	20,17	12,76	12,89	12,14	11,09
Total	44,88	26,75	-57,87	-97,34	-57,95	-264,22

Scope 2: Energy-related indirect emissions						
	2020	2021	2022	2023	2024	2025
Cat.1A: Electricity consumption (savings through green electricity compared to nat. electricity mix)	-40,27	-56,26	-58,295	-39,52	-40,69	-39,53
Cat.2B: Production of electricity	0	0	-5,74	-103,68	-97,27	-136,41
Total	-40,27	-56,26	-64,04	-143,20	-137,96	-175,94

Scope 3: Other indirect emissions and removals Σ						
	2020	2021	2022	2023	2024	2025

3.1	Cat. 1: Purchased goods and services		169,17	258,52	343,30	370,82
	A: Production and processing of goods					
	→ Collection boxes made of cardboard		24,41	23,64	27,56	26,57
	→ Barrels (PE/Metal)		86,54	102,12	84,35	98,61
	→ Foil bags and big bags		6,28	45,71	88,62	75,25
	→ Cooking fat bucket 5 l and 30 l		17,24	29,23	70,87	86,96
	→ Various containers and materials		1,06	0,85	4,65	1,79
	→ Paper and printed materials		0,55	0,63	-2,97	-2,49
	→ Tags		0,23	1,07	0,74	0,75
	→ Tires		0,00	12,09	15,24	12,24
	B: Transportation of goods and services					
	→ Goods		15,63	17,40	20,65	30,81
	→ Services		1,85	2,28	2,11	6,39
	C: 10 % surcharge for all other items of 3.1		15,38	23,50	31,48	33,94
3.2	Cat. 2: Capital goods		1.559,68	123,47	557,20	235,19
	A: Production and processing of goods					
	→ Solar PV system, including infrastructure		582,50	0,00	369,60	20,70
	→ New heating system (boiler, burner)					30,00
	→ Workwear				0,82	9,16
	→ Vehicles (cars)		767,90	75,30	97,70	29,00
	→ Vehicles (lorries, trailers, forklift trucks)				10,00	30,00
	→ SAP collection container		36,30	0,00	0,00	35,66
	→ Metal stanchion pallets		0,00	18,12	17,88	0,00
	→ Pallet boxes		3,69	0,00	18,16	21,57
	→ ECOBOXes		11,63	12,29	10,00	8,77
	→ GELKOH boxes and accessories					8,25
	→ Building interiors, including furniture				9,50	8,02
	→ IT/computing equipment, including fuel dispensers and charging stations		13,06	2,25	2,98	10,79
	B: Transportation of goods					
	→ Goods		2,81	1,66	3,51	1,88
	C: 10 % surcharge for all other items of 3.2		141,79	11,22	17,05	21,38
3.3	Cat. 3: Fuel and energy-related emissions not included in scope 1 and 2		83,97	68,87	80,80	170,96
3.4	Cat. 4: Transportation and distribution (upstream) Σ	407,29	174,19	259,12	153,79	189,54
	→ Hein		158,28	244,33	129,19	166,06
	→ Arthur Welter		3,34	1,60	7,29	6,51
	→ Avista-Oil		0,30	0,62	3,62	2,75
	→ ENTEK		5,96	2,50	2,25	1,85
	→ Schirra		6,31	10,08	11,44	12,37
3.5	Scope 3b					
	Kat. 5: Waste Σ		1.108,96	-338,02	-2.582,91	-2.013,55
	→ A: Internal Waste	38,27	82,91	142,36	-0,48	1,47
	→ B: Collected and treated waste		1.026,05	-416,92	-2.582,43	-2.015,02
	→ C: Collected and treated waste partners		0,00	-63,46	0,00	0,00
3.6	Cat. 6: Business travel	2,6	0,34	1,10	1,02	0,30
3.7	Cat. 7: Employee commuting	115,8	78,85	36,47	26,16	28,16
3.8	Cat. 8: Rented or leased assets		n.a.	n.a.	n.a.	n.a.
3.9	Scope 3c					
	Cat. 9: Transportation and distribution (downstream) Σ		28,33	32,99	36,86	129,15
	→ Participants of trainings and meetings		20,00	13,73	17,60	21,35
	→ Employees of Ligue HMC		8,33	19,26	19,26	19,26
	→ Deliveries for the SDK's mobile collection service for residents					84,80
	→ Deliveries to the logistics centre					3,73
3.10	Cat. 10: Processing of end-of-life products / Processing of sold products		in 3.5 B	in 3.5 B	in 3.5 B	in 3.5 B
3.11	Cat. 11: Use of products		n.s.	n.s.	n.s.	n.s.
3.12	Cat. 12: End-of-life treatment of products		n.s./in 3.5	n.s./in 3.6	n.s./in 3.7	n.s./in 3.8
3.13	Cat. 13: Leased or rented assets		n.a.	n.a.	n.a.	n.a.
3.14	Cat. 14: Franchises		n.a.	n.a.	n.a.	n.a.
3.15	Cat. 15: Investments		n.a.	n.a.	n.a.	n.a.

			2022	2023	2024	2025
3.1	Cat. 1: Purchased goods and services		169,17	258,52	343,30	370,64
3.2	Cat. 2: Capital goods		1.559,68	123,47	557,20	235,19
3.3	Cat. 3: Fuel and energy-related emissions not included in scope 1 and 2		83,97	68,87	80,80	170,96
3.4	Cat. 4: Transportation and distribution (upstream)		174,19	259,12	153,78	198,54
3.5	Cat. 5A: Internal waste		82,91	142,36	-0,48	1,47
3.5	Cat. 5B: Collected and treated waste		1.026,05	-416,92	-2.582,42	-2.015,02
3.5	Cat. 5C: Collected and treated waste partners		0,00	-63,46	0,00	0,00
3.6	Cat. 6: Business travel		0,34	1,10	1,02	0,30
3.7	Cat. 7: Employee commuting		78,85	36,47	26,16	28,16
3.9	Cat. 9: Transportation and distribution (downstream)		28,33	32,99	36,86	129,15
	Total		3.203,48	442,52	-1.383,78	-880,61



Note on Scope 3: The calculation method has been gradually adjusted/corrected, particularly for 3.5 Waste. The figures are therefore not directly comparable.

Total amount excluding savings/credits

	2022	2023	2024	2025
Scope 1	62,13	40	53,24	98,04
Scope 2	0	0	0	0
Scope 3	3.203,48	922,65	1202,1	1145,58
Summe	3.265,61	962,65	1.255,34	1.243,62

Total amount including savings/credits

	2022	2023	2024	2025
Scope 1	-57,87	-97,34	-57,95	-264,22
Scope 2	-64,035	-143,2	-137,96	-175,94
Scope 3	3.203,48	442,52	-1383,78	-880,61
Summe	3.081,58	201,98	-1.579,69	-1.320,77