

# ***GHG EMISSIONS*** ***INFOSHEET***

Update  
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***metro***

## **Forward looking statement**

Throughout this report, we have used statements that may constitute forward-looking information. In general, any statement in this report that does not constitute historical fact may be considered a forward-looking statement. The use of the future tense as well as expressions such as “commit,” “aim,” “vision,” “ambition,” “seek,” “targets,” “objectives” and other similar expressions is generally indicative of forward-looking statements. The forward-looking statements that may be set out in this report refer to hypotheses on the Canadian food and pharmacy industries, targets and the economy in general as well as our 2025 action plan and [2022-2026 Corporate Responsibility Plan](#). These forward-looking statements do not provide any guarantees as to the future performance of the Corporation and are subject to known and unknown risks and uncertainties that could cause the outcome to differ significantly. We believe these statements to be reasonable and relevant at the publication date and representative of our expectations. METRO does not intend to update any forward-looking statements contained herein.

## **Introduction**

Climate change, being one of the most important global challenges, will exert its influence on how we conduct our business in the years ahead. METRO acknowledges that it is not exempt from its repercussions and is determined to proactively address this issue to mitigate our environmental footprint. We are aware that each of us has a role to play in minimizing the consequences of climate change.

## **Section 1: Our targets**

METRO’s near-term science-based targets are consistent with the level of decarbonization required to keep global temperature increases to 1.5°C compared to pre-industrial temperatures. Our targets with a 2023 base year consist of:

- Reduce absolute Scope 1 and Scope 2 greenhouse gas (GHG) emissions by 42% by 2030;
- Have 45% of our suppliers by spend with science-based targets by 2028;
- Reduce absolute Scope 3 GHG emissions from purchases of goods and services by 25% by 2030;
- Reduce absolute Scope 3 GHG emissions from downstream transportation and distribution by 25% by 2030; and
- Reduce Scope 3 Forest, Land and Agriculture (FLAG) GHG emissions by 30% by 2030.

For more details on our approach, please see our [Methodology for Reporting our GHG Emissions](#).

## **Section 2: Our emissions for the reporting period**

In 2025, METRO updated its GHG emissions calculation methodology to improve the accuracy of refrigerant leakage estimates. Thanks to the efforts of our maintenance team and service providers, we now have access to actual leakage data at the store level, eliminating the need to rely on an assumed average annual leakage rate of 10%.

We also updated the emission factors for most refrigerant gases by adopting the values from the Sixth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC). These methodological changes led to notable variations in reported emissions. In line with our approach to baseline restatements, we recalculated our 2023 emissions using the updated methodology to ensure comparability with this year’s reporting.

Our reporting period remains misaligned with our financial year, and covers emissions from July 1, 2024, to June 30, 2025.

**Table 1 – 2023 (baseline) and 2025 GHG inventories in metric tonnes of CO<sub>2</sub>e**

SCOPE	Emissions Source	RY2023 Total GHG emissions	%Δ Between 2023 and 2025	RY2025 Total GHG emissions	CO <sub>2</sub> Emissions	CH <sub>4</sub> Emissions	N <sub>2</sub> O Emissions	HFC Emissions	FLAG Emissions	Non-FLAG Emissions	Excluded Optional Emissions	% of Scope 1 & 2 OR 3	% of Total Emissions
1	Stationary Combustion - Natural Gas	78,591	5.4%	82,810	82,356	44	409					22.4%	0.9%
	Stationary Combustion - Diesel	158	(52.4%)	75	75	0	0					0.0%	0.0%
	Mobile Combustion - E-Commerce	3,229	(6.0%)	3,037	3,015	5	17					0.8%	0.0%
	Mobile Combustion - Truck Fleet	12,098	12.7%	13,635	13,413	15	207					3.7%	0.2%
	Mobile Combustion - Passenger Car Fleet	4,002	(2.3%)	3,911	3,895	7	10					1.1%	0.0%
	Fugitive - Refrigerant Leakage	258,374	(9.6%)	233,505				233,505			1,695	63.2%	2.7%
	Fugitive - Refrigerated Trailer Leakage	2,609	5.5%	2,751				2,751			-	0.7%	0.0%
<b>Scope 1 Subtotal</b>	<b>359,061</b>	<b>(5.4%)</b>	<b>339,724</b>	<b>102,754</b>	<b>71</b>	<b>643</b>	<b>236,256</b>			<b>1,695</b>	<b>91.9%</b>	<b>3.8%</b>	
2	Electricity Consumption (location-based)	21,354	39.4%	29,756	29,397	212	147					8.1%	0.4%
	<b>Scope 2 Subtotal</b>	<b>21,354</b>	<b>39.4%</b>	<b>29,756</b>	<b>29,397</b>	<b>212</b>	<b>147</b>					<b>8.1%</b>	<b>0.4%</b>
<b>Scope 1 &amp; 2 Total</b>		<b>380,415</b>	<b>(2.9%)</b>	<b>369,480</b>	<b>132,151</b>	<b>283</b>	<b>790</b>	<b>236,256</b>			<b>1,695</b>	<b>100.0%</b>	<b>4.2%</b>
3	1- Purchased goods and services	7,761,099	0.2%	7,776,237					5,510,409	2,265,828		92.5%	88.6%
	2- Capital goods	93,822	(31.0%)	64,752					-	64,752		0.8%	0.7%
	3- Fuel- and energy-related activities	22,942	2.2%	23,440					-	23,440		0.3%	0.3%
	4- Upstream transportation and distribution	82,582	17.7%	97,235					-	97,235		1.2%	1.1%
	5- Waste generated in operations	49,864	(16.2%)	41,779					-	41,779		0.5%	0.5%
	6- Business travel	864	(1.1%)	855					-	855		0.0%	0.0%
	7- Employee commuting	69,472	(1.3%)	68,547					-	68,547		0.8%	0.8%
	8- Upstream leased assets	1,030	(18.4%)	841					-	841		0.0%	0.0%
	9- Downstream transportation and distribution <sup>1</sup>	-	0.0%	-					-	-	366,556	0.0%	0.0%
	10- Processing of sold products	N/A	N/A	N/A								N/A	N/A
	11- Use of sold products	NA	NA	NA								N/A	N/A
	12- End-of-life treatment of sold products	185,432	6.4%	197,245					-	197,245		2.3%	2.3%
	13- Downstream leased assets	7,208	3.6%	7,469					-	7,469		0.1%	0.1%
	14- Franchise	84,875	47.8%	125,475					-	125,475		1.5%	1.4%
	15- Investments	N/A	N/A	N/A								N/A	N/A
<b>Scope 3 Total</b>		<b>8,359,190</b>	<b>0.5%</b>	<b>8,403,875</b>					<b>5,510,409</b>	<b>2,893,466</b>	<b>366,556</b>	<b>100.0%</b>	<b>95.8%</b>
<b>Total Emissions</b>		<b>8,739,605</b>	<b>0.4%</b>	<b>8,773,355</b>									<b>100.0%</b>

<sup>1</sup> Downstream transportation and distribution emissions reported in this table are related to our customers travelling to and from our stores and they are not included in the overall or Scope 3 total. According to the [GHG Protocol Corporate Standard](#), they are optional emissions and presented here for the benefit of our target on this category of emissions.

## **Section 3: How we are doing**

### **3.1 Direct emissions**

This year METRO recorded a reduction of around 3% of Scopes 1 and 2 GHG emissions compared to the base year. This progress is largely driven by significant reductions in refrigerant leak emissions, which remain our largest single source of Scope 1 emissions. This reduction is the result of improved store-level monitoring, sustained proactive system maintenance efforts, and a refrigerant decarbonization strategy.

We observed a substantial increase in our electricity emissions, which is not aligned with our actual increase in consumption. While the latter has grown modestly, our Scope 2 emissions increased by 39%, which is largely attributable to the increasing carbon intensity of the provincial electricity grid in Ontario. According to [Canada's latest National Inventory Report](#), the emissions factor for electricity in Ontario has increased by 40% compared to the version of the inventory published in 2023. This shift reflects a growing share of fossil fuel-based electric generation and directly impacts our reported emissions, even in the absence of major operational changes.

### **3.2 Indirect emissions**

We continued to improve our Scope 3 emissions methodology, particularly in Category 1—Purchased Goods and Services. We improved the accuracy of our estimates by using more detailed product-level data and expanding our list of unique emissions factors by more than 50%. This enhanced granularity enables a more accurate alignment between the types of goods purchased and their associated emissions, resulting in a more credible and representative footprint for our Category 1, which will serve as a foundation for year-over-year comparisons and support emissions reduction efforts across our supply chain.

## **Section 4: Our Strategy in Action**

Our [Decarbonization Plan](#) outlines the key GHG emission reduction measures we are implementing. In addition to these, there are other elements that are important improvements in our processes and play a key role in our ability to achieve our goals.

### **4.1 Direct emissions**

Our two internal task forces, the Energy and Refrigerants Task Force and the Transportation Task Force, work to optimize our strategy to mitigate GHG emissions in our operations. Through these task forces, we aim to focus on embedding climate mitigation into our systems and processes, in supporting the transition toward less emission-intensive technologies and operations.

Regarding our refrigeration systems, we are exploring solutions to extend the life and improve the performance of our existing equipment. We are refurbishing aging equipment to improve energy efficiency and minimize leakage potential. In addition to proactive leak detection and maintenance, which helps identify and address issues early and prevent unnecessary emissions, we have identified opportunities to tackle our largest source of direct emissions.

In our e-commerce operations, we have continued to explore electric vehicle options. In May 2025, we received our first Mercedes-Benz eSprinter, which has since been successfully deployed in Burlington, Ontario. We keep exploring opportunities to conduct pilot projects when feasible, in order to assess the evolution and suitability of emerging transportation technologies.

## 4.2 Indirect emissions

METRO recognizes that addressing climate change and its impacts is a collective responsibility. We invite our suppliers to take climate change into consideration when providing us services and products via, among other things, our [Supplier Code of Conduct for responsible procurement](#). More specifically, in terms of our strategy for achieving our FLAG emissions targets, we are working along the following main lines:

### FLAG emissions

- Participate in industry-led groups and engage with suppliers of high FLAG emitting products on favouring sustainable agricultural practices (e.g.: swapping to low-carbon crop and feed varieties, modifying fertilizer use, silvopasture, etc.).
  - In 2025, we became members of the Canadian Alliance for Net-Zero Agriculture (CANZA) and participated to a panel titled Creating Resilience Through Collaboration during their event Seeding New Ground in February. During this panel, we shared our Scope 3 GHG emissions reduction targets to the organizations present in order to encourage them to set their own targets and develop a decarbonization plan so that we can all achieve our respective goals.
- Develop programs that promote plant-based and/or low-carbon emitting food products (i.e., products with low FLAG emissions) with our merchandizing teams.