

movera

Net Zero Report

Carbon Reduction Plan | FY2023





Publication date: January 2025

Reporting period: 01 January 2023 – 31 December 2023

Executive Summary

This document showcases the carbon footprint calculations Project Ophelia Topco Limited (hereafter referred to as 'Movera') has undertaken and the corresponding Net Zero targets. Data was provided, reviewed and processed to calculate our corporate carbon emissions for FY23. This granularity allows us to understand the sources of emissions and locate emission hotspots, and to develop Net Zero strategy and reduction pathways.

Overall, in FY23 the majority of our carbon dioxide equivalent (CO₂e) emissions are Scope 3 (90%, 1,517.07 tCO₂e), followed by Scope 2 (6%, 104.83 tCO₂e), and finally Scope 1 (4%, 69.02 tCO₂e). The greatest source of CO₂e in FY23 was Scope 3 *Purchased goods and services* (50%, 852.16 tCO₂e), followed by Scope 3 *Employee commuting* (13%, 219.20 tCO₂e), Scope 3 *Employee working from home* (12%, 200.29 tCO₂e), Scope 2 *Electricity (market-based)* (6%, 104.83 tCO₂e), Scope 3 *Upstream transportation and distribution* (5%, 77.13 tCO₂e), Scope 1 *Stationary combustion* (4%, 61.22 tCO₂e), Scope 3 *Capital goods* (4%, 60.62 tCO₂e), and Scope 3 *Waste* (3%, 51.57 tCO₂e). All other CO₂e categories equated to less than 2% of the total FY23 emissions.

In addition to disclosing our FY23 corporate CO₂e emissions, we have outlined our Net Zero target and reduction pathways. We are targeting 31% reduction in CO₂e emissions by 2030 and 90% reduction in CO₂e emissions by 2045 against the FY23 base year.

We will focus decarbonisation action on our emission hotspots, as identified by this analysis, whilst prioritising emission sources within our direct control or influence to reduce activity. As such, we are considering the following recommended CO₂e reduction actions: ensuring all sites are purchasing verified 'Green' electricity, engaging with suppliers to both improve data quality and support value chain decarbonisation, increasing re-use and recycling of waste and encouraging employees to avoid the use of high-carbon travel modes. As a next step, we will develop a Net Zero strategy and action plan including an implementation timeline to map the initiatives and actions required to meet our Net Zero target.

We are targeting 31% reduction in CO₂e emissions by 2030 and 90% reduction in CO₂e emissions by 2045 against the FY23 base year.

Executive Endorsement



Nick Hale
Chief Executive Officer

More than ever, we're seeing reports about the societal challenge of climate change. It is impacting the sector we work in, forcing people out of their homes for extended periods and impacting how we buy, sell and insure property.

As individuals and as a company, we have a role to play in protecting and preserving our planet to ensure a sustainable future for our children, and generations to come. At Movera, we believe that business growth and environmental responsibility go hand in hand. That's why we're taking action on climate change and have committed to becoming Net Zero by 2045.

Partnering with independent organisation Sustainable Advantage, we're establishing clear targets to reach Net Zero and agreeing actions that will guide our business decisions in the future.

We're committed to making a lasting impact, whilst continuing to build an industry-leading workplace and create better experiences for our people, partners and clients.

“We want to be the
catalyst of change, for everyone.”

About Us

Movera is a flourishing platform business, bringing together ambitious home moving brands from across the sector. Built on the heritage and passion of experienced legal services businesses, dating back to 1863, brought together to transform the moving market for the better. Our brands have offices all over the UK, in several major cities including Stockport, Leeds, Ellesmere Port, Woking and City of London. We celebrate our past, but the next chapter of the Movera story will be the most compelling yet.

As a technology enabled legal services business, we see most of our colleagues sit within the Conveyancing, Private Client or Technology functions:



Technology

The Movera Platform is primarily developed in house by a 30+ team of experienced Case Management and Integration developers. Across our business we deliver digital first experience for lenders, brokers and clients. Our Data team embed a Data Driven business through clear insights and outcomes. The Movera technology team work collaboratively with each business area and weigh partners with the clear objective, to improve the moving experience.



Conveyancing

With well over 200 legal professionals specialising in Conveyancing, we're able to provide specialist legal advice on leasehold, freehold, buy to let and remortgage transactions. The Movera platform provides automation for simple tasks, allowing our Case Managers to spend their time on the complex legal work and looking after their clients.



Private Client

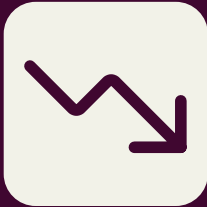
Our legal services expertise extends beyond Conveyancing with a team of Solicitors specialising in Wills & Probate, Dispute Resolution, Leasehold Enfranchisement & Commercial property. The Private Client team can support our clients well beyond the move, helping secure our clients home for the future.

All around us, customer service expectations have been transformed by technology, and a focus on user experiences. Airline passengers now enjoy frictionless travel between continents. Complex banking transactions are completed with a few keystrokes on an app. Yet the home moving market is in a rut. It's time our industry caught up, and we're leading that change by creating home-moving and remortgaging experiences to be celebrated – not tolerated. As we set the pace for change in our industry, we aren't afraid to seek new ideas, and collaborate across departments, brands and industries. Our innate curiosity drives us to seek new experiences, embrace risks, and learn from setbacks. This extends into the realm of ESG and sustainability. We are proud to have a working culture that welcomes all voices to the table and where equality, diversity and inclusivity is at the forefront. We are excited to extend this into the 'E' and calculating our carbon footprint.

Commitment to Net Zero

Movera are committed to ensuring that we play our role in working alongside other UK organisations to achieve the UK Government's Net Zero target of at least a 100% reduction in the net UK greenhouse gas (GHG) emissions by 2050 (based on 1990 levels).

Movera are committed to taking action to reduce our annual emissions and achieving Net Zero emissions by 31st December 2045 five years earlier than the UK Government's target. We will aim to reduce our emissions year-on-year and will achieve:



38% reduction

38% reduction in our Scope 1 and 2 emissions by 2030.



Carbon neutral

Offsetting our residual Scope 1 and 2 emissions by 2030 to become carbon neutral via high-quality verified offsets.



90% overall reduction

90% overall reduction in all GHG emissions across Scopes 1, 2 and 3 by 2045 offsetting any residual emissions via high-quality nature-based or direct air capture projects and becoming Net Zero.

To achieve these goals, we have taken the following actions:

1. We have appointed an external specialist carbon consultancy to collate and verify data, calculate GHG emissions and help advise on carbon reduction options
2. Set the base year (January 2023 - December 2023) and calculated our carbon footprint in line with the GHG protocol for that base year:

Scope 1

- i. Stationary combustion
- ii. Refrigerant gases

Scope 2

- i. Electricity – from premises

Scope 3

- i. Category 1: Purchased goods and services
- ii. Category 2: Capital goods
- iii. Category 3: Fuel and energy related activities (not included in Scope 1 and 2)
- iv. Category 4: Upstream transportation and distribution
- v. Category 5: Waste
- vi. Category 6: Business travel
- vii. Category 7: Employee commuting (including home working)

3. Created a carbon reduction pathway for each Scope and Category

4. Set the Net Zero date and committed to updating our carbon footprint at least annually with FY24 (Jan-Dec 2024) expected to be the first year post the base year

Overview of GHG Protocol scopes and emissions across the value chain

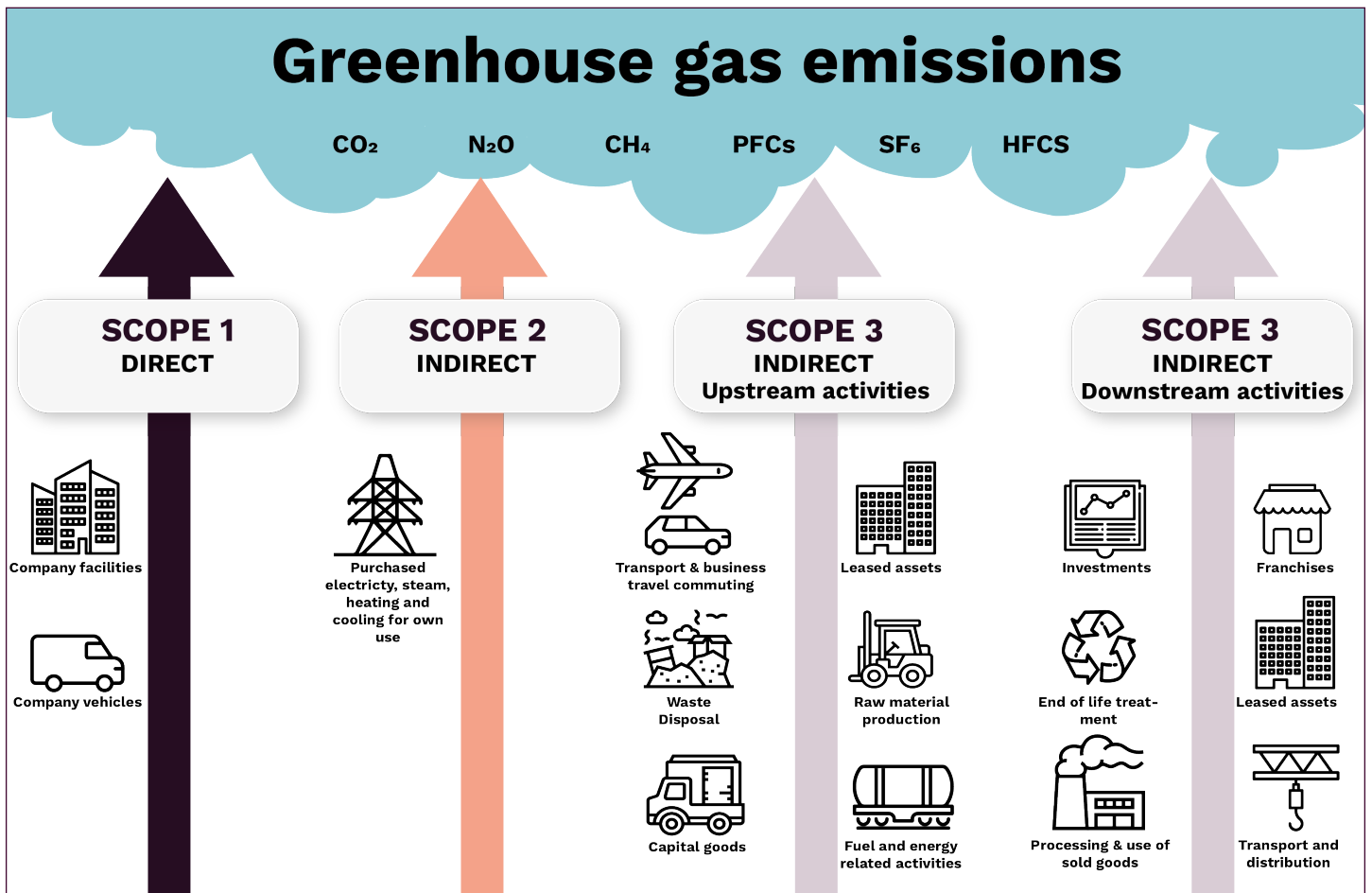


Figure 1. Sources of Greenhouse gas emissions by Scope and Category. Source: GHG Protocol

Baseline emissions footprint

Baseline emissions are a record of the greenhouse gases that were produced in a previous financial year prior to the introduction of any strategies to reduce emissions, for which complete and accurate activity data is available. Baseline emissions are the reference point against which emissions reduction can be measured. We have chosen January 2023 – December 2023 as our baseline year. Our December 2023 baseline carbon emissions footprint is as follows:

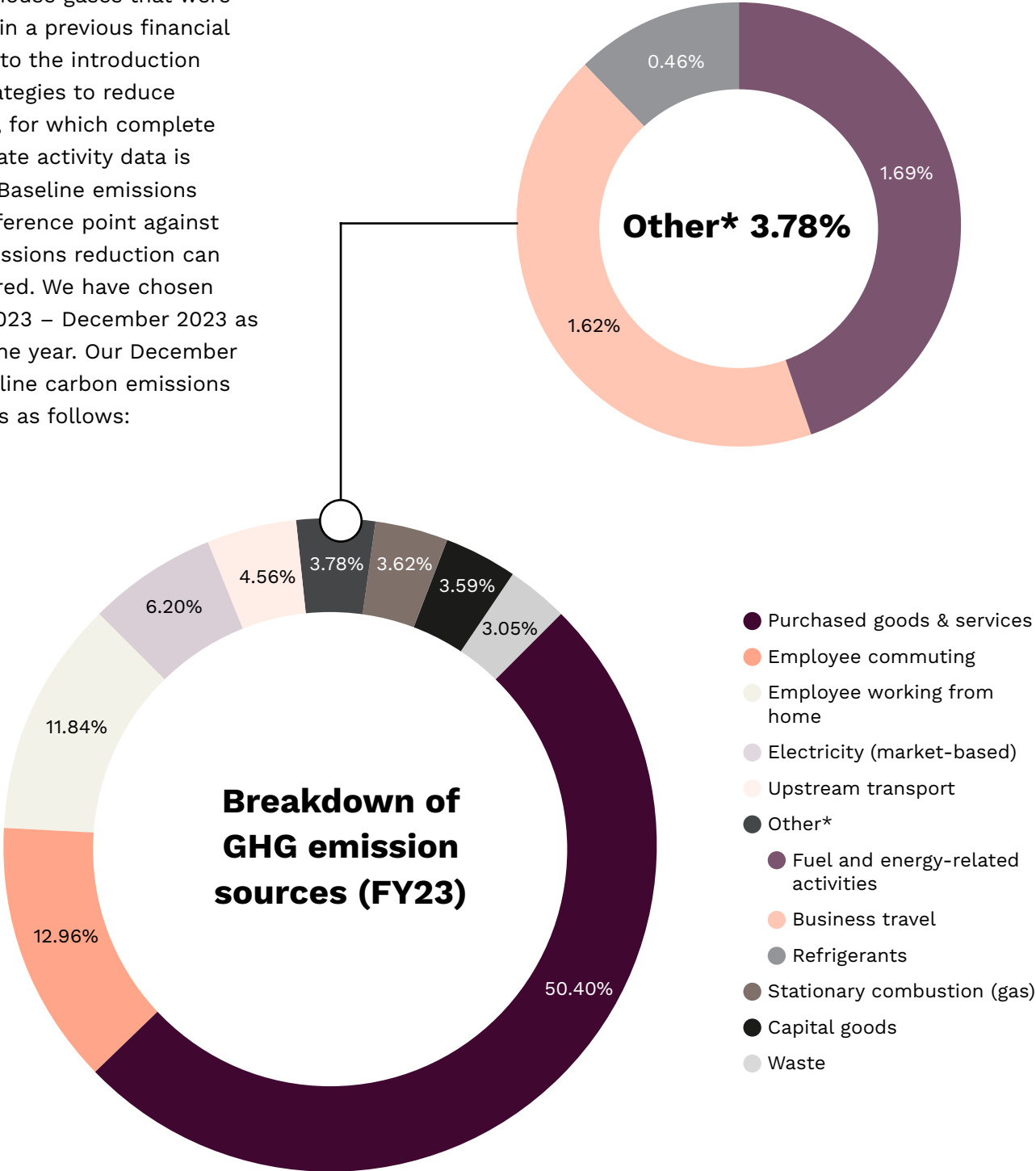


Figure 2. Pie charts displaying Movera's FY23 tCO₂e emissions, split by category. In the main pie chart, all categories with emissions totalling less than 2% of Movera's total FY23 emissions have been aggregated into an 'Other' category, which has been broken into categories in the other pie chart to provide a more granular breakdown of emissions by category

Overall, in FY23 the majority of our carbon dioxide equivalent (CO₂e) emissions are Scope 3 (90%, 1,517.07 tCO₂e), followed by Scope 2 (6%, 104.83 tCO₂e), and finally Scope 1 (4%, 69.02 tCO₂e). The greatest source of CO₂e in FY23 was Scope 3 *Purchased goods and services* (50%, 852.16 tCO₂e), followed by Scope 3 *Employee commuting* (13%, 219.20 tCO₂e), Scope 3 *Employee working from home* (12%, 200.29 tCO₂e), Scope 2 *Electricity (market-based)* (6%, 104.83 tCO₂e), Scope 3 *Upstream transportation and distribution* (5%, 77.13 tCO₂e), Scope 1 *Stationary combustion* (4%, 61.22 tCO₂e), Scope 3 *Capital goods* (4%, 60.62 tCO₂e), and Scope 3 *Waste* (3%, 51.57 tCO₂e). All other CO₂e categories equated to less than 2% of the total FY23 emissions. See Figure 2 for the full FY23 breakdown of CO₂e by category.

Below is an itemised breakdown showing the amount of carbon emissions (tCO₂e) produced by each Scope and Category from FY23 baseline calculation.

Table 1. Movera's FY23 CO₂e Inventory

Scope/Category	Item	Total tCO ₂ e FY23	% of FY23 total tCO ₂ e
SCOPE 1			
Stationary combustion	Gas consumed	61.22	3.62%
Transportation	Owned and leased ICE vehicles	-	0.00%
Refrigerants	HVAC's	7.80	0.46%
SCOPE 2			
Electricity (location-based) ¹	Purchased electricity, for own use (grid average)	56.62	N/A
Electricity (market-based) ²	Purchased electricity, for own use (specific contract)	104.83	6.20%
Electricity (Electric Vehicles)	Owned and leased EVs	-	0.00%
SCOPE 3			
Category 1: Purchase goods and services	Goods and services	852.16	50.40%
Category 2: Capital goods	CapEx expenditure	60.62	3.59%
Category 3: Fuel and energy-related activities	WTT ³ & T&D losses ⁴ from electricity, stationary combustion of fuels and transport	28.65	1.69%
Category 4: Upstream transportation	Transport between tier 1 suppliers or paid transport for goods (upstream & downstream) WTW ⁵	77.13	4.56%
Category 5: Waste generated in operations	Waste disposal from operations	51.57	3.05%
Category 6: Business travel	Land and air travel and hotel stays for business purposes WTW	27.45	1.62%
Category 7: Employee commuting	Employees commuting to and back from work WTW	219.20	12.96%
Category 7: Employee homeworking	Employees working from home	200.29	11.84%
Total Gross Emissions (Location-based)		1,642.71	
Less emissions avoided by procurement of renewable electricity		-	
Additional emissions generated from the procurement of non-renewable electricity (residual grid mix)		48.21	
Total Gross Emissions (Market-based)		1,690.92	100%
Less carbon offsets		-	
Total Net Emissions		1,690.92	

¹ Location-based represents emissions from electricity consumption based on grid average emissions

² Market-based represents emissions from electricity consumption based on specific energy contracts

³ WTT – Well-to-tank emissions. Emissions associated with the extraction refinement and transport of fuels before consumption

⁴ T&D losses – Transmission and distribution losses. Emissions associated with the energy lost during the transmission of electricity through the network

⁵ WTW – Well-to-wheel emissions. Includes emissions associated with the extraction, refinement, transport, and consumption of fuels

To further understand our emissions, we have also recorded them using intensity ratios as this will allow us to track our emissions as our business grows and develops. We have calculated three different emissions intensity metrics, one based on FTE, one on site area and one on turnover.

Table 2. Movera's FY23 Intensity Ratios

Intensity Ratios	Gross Emissions (Location-based)	Gross Emissions (Market-based)	Net Emissions
tCO ₂ e per employee (FTE average)	3.16	3.25	3.25
tCO ₂ e per square foot	0.03	0.03	0.03
tCO ₂ e per million £ turnover	41.07	42.27	42.27

When calculating carbon emissions, the GHG Protocol Corporate Accounting and Reporting Standard states that a company must set its organisational boundaries.⁶ This can be done either by an “Equity Share” or “Control” approach. The Equity Share approach reflects a company’s economic interests and percentage ownership of companies or subsidiaries to assign GHG emissions. The Control approach can follow two routes and defines the boundary by looking at either how much Financial or Operational Control a company has.

To fully cover all of our operations, we have selected the Operational Control method when setting our organisational boundary which will cover 100 percent of the GHG emissions over which it has operational control. The Operational boundary will include all three Scopes as outlined by the GHG Protocol. Our emissions are reported in tCO₂e and have been calculated utilising the following formula:

Source emissions data x conversion factor* = total source emissions

Source unit x (tCO₂e/unit) = tCO₂e

* Conversion factors are primarily derived from the latest:

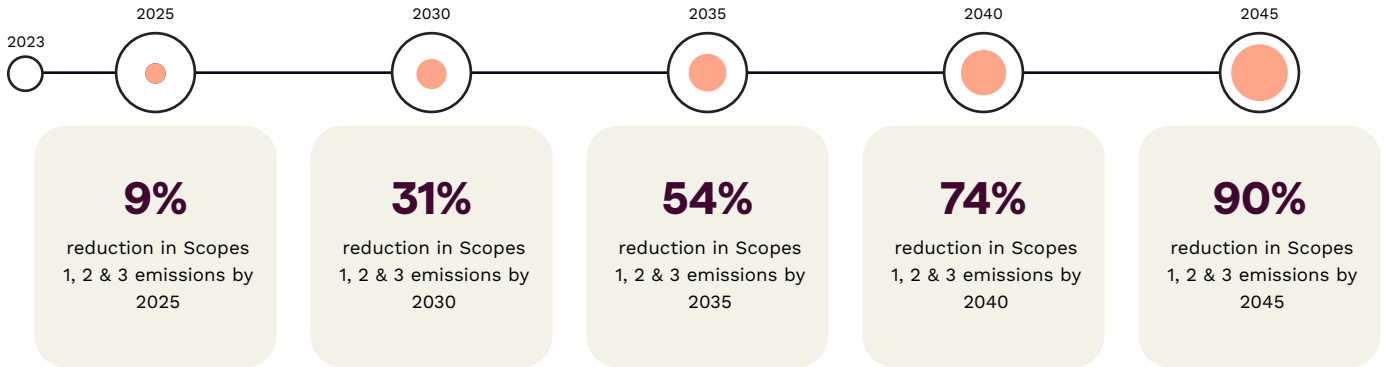
- UK Government GHG conversion factors for Company Reporting
- DEFRA (Department for Environmental, Food and Rural Affairs)
- EPA's Environmentally extended input-output (EEIO) tables

⁶ <https://ghgprotocol.org/corporate-standard>

Emission reduction targets

In setting Net Zero targets and developing a Net Zero roadmap we have assessed the CO₂e reduction potential of each scope and category. This assessment has considered the degree of control we have over the activity, operational considerations (e.g., availability of green energy tariffs by geography, available waste disposal methods), and wider politico-economic factors including the UK government's commitment to decarbonise the UK National Grid and the ban on the sale of ICE vehicles post-2030. The Net Zero pathway is science-based and aligned to the Paris Agreement's commitment of limiting global warming to 1.5°C above pre-industrial levels.

To continue our progress to achieving Net Zero, we have mapped out and planned a number of positive actions to achieve the following carbon reduction targets:



Carbon Emission Glidepath tCO₂e

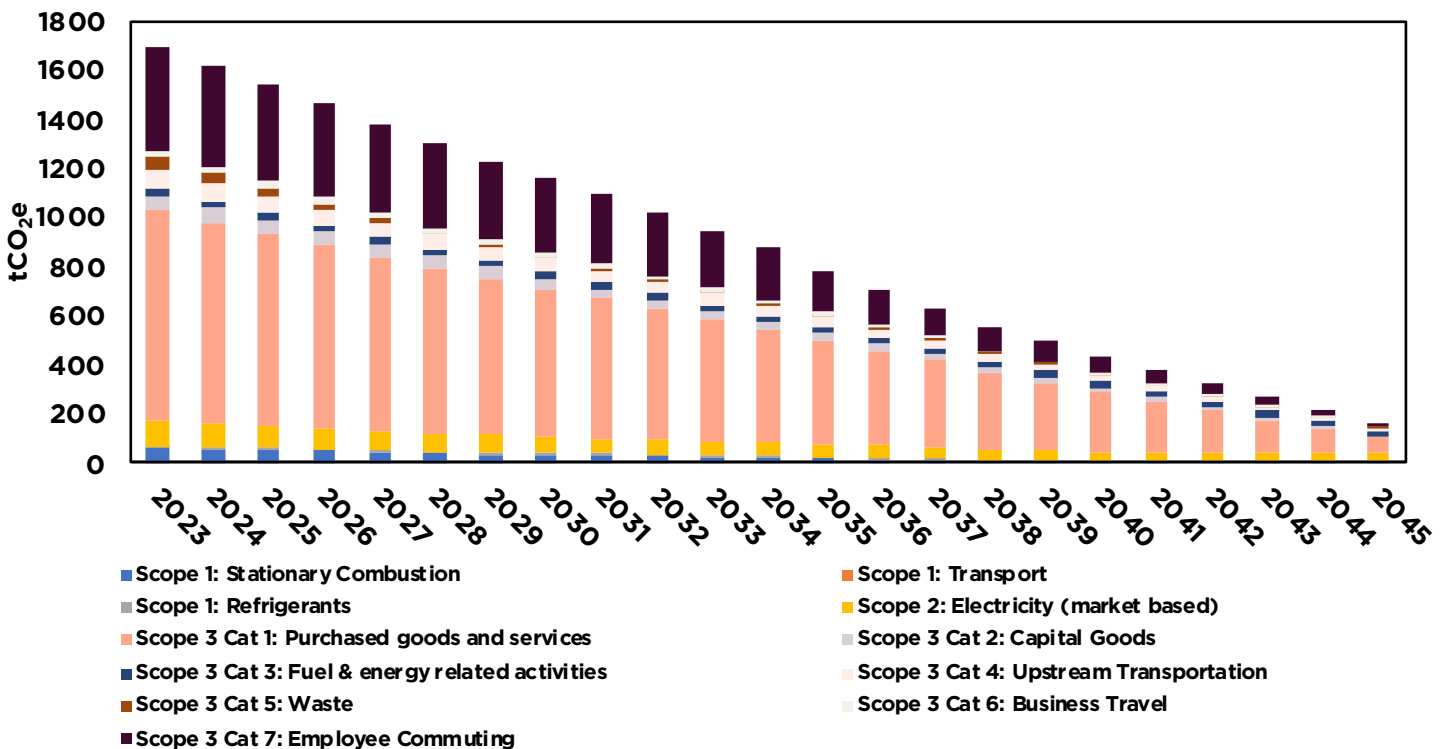


Figure 3. Movera's Net Zero glidepath – roadmap to achieve Net Zero (-90% CO₂e by 2045 against the FY23 base year)

Our approach is to always focus our efforts on reducing our own emissions, with significant planning and finances set aside to do this. However, a large proportion of our carbon emissions lie within scope 3, it is difficult to reduce these emissions within the short term as these are within our supply chain where we have influence but not control. To try and reduce these emissions we will use our purchase power and choice of suppliers to encourage the correct carbon reducing behaviour within our supply chain.

Environmental management measures / emission reduction plan

As a responsible business, we have for many years had a focus on the environment and reducing our carbon emissions. To drive this to the next level, we engaged the services of Sustainable Advantage to advise the Movera Board on global best practices on carbon reduction.

We have a detailed carbon emissions reduction plan, the key actions of which are summarised below:



SCOPE 1: Stationary combustion (Natural gas)

This is a relatively low impact area accounting for nearly 4% of our carbon footprint, but within our control to reduce impact.

- Wherever possible identify sites with high gas consumption and perform energy surveys to identify capital expenditure (CapEx) opportunities.
- Wherever possible ensure that all our facilities use minimal heating by making sure buildings are fully insulated.
- Wherever possible reduce reliance on gas use and replace gas boilers with electrical heating systems such as air source heat pumps, infra-red panels, electric storage heaters etc. where practical.
- Wherever possible progressively replace brown gas consumption with renewable gas consumption.
- Wherever possible investigate new technologies as they become available and install these where practical (e.g., hydrogen powered boilers).



SCOPE 1: Refrigerants

This is a low impact area for us, and we have limited control over this emission activity. However, we can gather actual data going forward to improve accuracy in this area. Additionally, whilst it is assumed that fugitive emissions from refrigerant gases will remain the same due to lack of knowledge surrounding new technologies, we will endeavour to reduce our impact where possible:

- Wherever possible avoid emissions through improved leak tightness; consider fitting leak-detection systems and following a regular maintenance schedule.
- Wherever possible ensure correct end-of-life treatment of refrigerant gases; recover and dispose of refrigerant gases correctly when maintaining, upgrading or decommissioning a system.
- Wherever possible substitute refrigerants with other less harmful substances e.g., refrigerant gas with zero ozone depletion potential (ODP) and low global warming potential (GWP).
- When renewing HVAC system, choose the most efficient systems:
 - Investigate systems using least damaging refrigerant gases with low potential leakage.
 - Installing new systems may offer energy savings as well as next generation refrigerants (HFOs (hydrofluoro-olefins) and natural refrigerants).
- Wherever possible limit use of refrigeration / air conditioning systems.



SCOPE 2: Electricity

Emissions from electricity is a relatively high impact area, making up 6% of our carbon footprint, and is an impact that we can directly control and therefore is a priority area for reduction. Across our owned and leased premises, we solely have non-renewable energy tariffs. We will prioritise moving all premises to certified renewable electricity over the next few years. We will endeavour to reduce our electricity consumption via the following:

- Purchase renewable energy tariffs across all premises and ensure supply is fully verified as meeting the Scope 2 Quality Criteria⁷ (supported by REGOs or equivalent).
- Green / Energy champions to be appointed to gather ideas from colleagues across our organisation. These ideas will be collated and shared, supplemented by what we consider to be best practices. These champions should also gather up-to-date monthly energy performance data at each site to provide feedback.
- Energy efficiency guides will be issued to all site staff to facilitate positive behavioural change.
- Ensure we use energy efficient systems wherever possible e.g., replacing lights with LED and using passive infra-red sensors (PIRs) where possible.
- Energy surveys will be undertaken at sites consuming large amounts of electricity to identify CapEx opportunities.
- Investigate opportunities to install green energy production facilities onsite where practicable (e.g., solar panels, wind turbines).



SCOPE 3 Categories 1 and 2: Purchased goods and services and Capital goods

Purchased goods and services is the largest single source of emissions in FY23 and therefore a key priority action area, contributing to 50% of the total emissions. We are reliant on our suppliers to reduce their own carbon emissions to see reductions in these categories and realise that much of the reductions will happen because of this and of them becoming more carbon aware as the European Union launched the Green Deal which outlines a commitment to climate neutrality by 2050. However, that does not mean that we will take a passive approach to these categories especially as they account for 54% of our total emissions. To try and enact positive change on our suppliers we will:

- Engage with tier 1 suppliers to first understand their carbon footprint (Scopes 1, 2 and relevant 3) by sending out carbon surveys.
- Be selective about working with sophisticated carbon suppliers (where possible), and additionally, support suppliers to reduce their emissions.
- Work with suppliers to collaboratively set carbon emissions reductions targets (as recommended by the Science Based Targets initiative).
- Prefer local suppliers where possible.
- Request life cycle assessments for products purchased and choose products with a lower environmental impact.

⁷ <https://ghgprotocol.org/sites/default/files/2023-03/Scope%202%20Guidance.pdf>. P.63



SCOPE 3 Category 4: Upstream transportation and distribution

We will seek to improve the data used to calculate this category as it is currently entirely based on P&L spend, rather than actual freighting data. This is a relatively high impact area for us (5% of total emissions).

- Request freight and logistic data from providers – FedEx, UPS etc.
- Request to use EVs where possible, avoid next-day delivery and use providers with green tariffs in place for warehouses/storage facilities.



SCOPE 3 Category 5: Waste

Although this is a relatively low impact area compared to other emissions sources, we will focus on reducing emissions from waste as we have a greater degree of control over this impact area and due to wider environmental considerations of waste. We will seek to improve the data going forward, gathering waste consumption for all waste streams across all sites, alongside waste disposal methods.

We already follow the waste hierarchy where a preference is given to:

- Reduce the waste generated
- Re-using / recycling as much as possible
- Residual general waste to be incinerated to limit the volume of waste that goes to landfill

In addition to this, we will also aim to reduce our waste by:

- Rolling out staff training programmes to provide clear, consistent training and information to minimise waste and maximise recycling.
- Tracking the disposal methods of our various waste streams and encourage waste management companies to change suppliers who send waste to landfill.
- Aim to have zero waste to landfill by 2027, with 50% of said waste to Waste-to-Energy and 50% recycled.



SCOPE 3 Category 6: Business travel

Business travel is a low impact area for us; however, we are keen to engage our employees to understand the environmental impact of their activity and this is a key area of influence. We will endeavour to do this through the following methods:

- COVID-19 has taught us that video conferencing tools such as Teams and Zoom can very successfully host meetings. We are encouraging our staff to continue to embrace this technology to minimise travel.
- Where travel is required, we will prioritise carbon-reducing travel modes, choosing rail and bus over air and cars.
- Encourage the uptake of EV vehicles by paying favourable mileage reclaim rates and considering the installation of EV charging points at our sites, where practical.
- We will also begin collecting more granular *Business travel* data to better calculate our GHG emissions in future years, avoiding the use of expense summaries and focusing on extracting actual data where possible.



SCOPE 3 Category 7: Employee commuting

This is another emission hotspot for us (13% of total emissions) and therefore should be prioritised for emissions reduction. We recognise that we cannot directly influence what modes of travel our employees use, we need to do all we can to encourage them to join us on our sustainable journey. We will endeavour to achieve this by:

- Sending a travel survey to each one of our employees to understand how they currently get to and from work.
- Consider initiatives that promote low emissions commuting, including:
 - Cycle-to-work schemes
 - Encouraging carpool arrangements
 - Providing information on public transport alternatives
 - Wherever practical installing EV charge points at our office locations
 - Paying favourable mileage reclaim rates to EV vehicles



SCOPE 3 Category 7: Employee homeworking

Employee homeworking was also a large source of CO₂e emissions in FY23, accounting for 12% of our carbon footprint. We recognise that we have limited control over the consumption of fuel and energy in employee working from home environments. As such, we will focus on continuing to promote awareness of employee energy consumption and efficiency measures.

- We will consider collecting granular data by sending a survey to all employees working from home to understand their energy, waste and water usage during working hours.
- Encourage switching to renewable energy tariffs where possible.
- Implement an awareness campaign for reducing working from home carbon footprint:
 - Install SMART meters
 - Reduce energy consumption of home appliances
 - Reduce, reuse, recycle, limit waste sent to landfill



Conclusion

We have now measured our corporate CO₂e emissions for the first time and have set such to be our base year from which we have set our Net Zero targets and roadmap to Net Zero. We have set ambitious Net Zero targets: 38% reduction in absolute Scope 1 and 2 emissions by 2030 and 90% reduction in absolute Scope 1, 2 and 3 emissions by 2045, compared to our FY23 base year emissions. This Net Zero target is 5 years ahead of the UK Government's own Net Zero target and speaks to our ESG ambitions.

We have also identified the key emission hotspots within our corporate inventory and are setting a wider sustainability strategy and developing an action plan to deliver reduction in line with the Net Zero targets and roadmaps this process has formulated.

Movera will recalculate our carbon footprint annually for each year ending 31st December with 2024 being the first post-base year. We will track how we are performing vs our targets and adjust our methods to ensure we stay on track to hit our Net Zero target. Movera will continue to do all we can to minimise our emissions and do our part to minimise the negative effects of climate change on the planet.

Emissions methodology – inclusions within current numbers:

Scope 1

Scope 1 sources included in the inventory are onsite (or “stationary”) natural gas combustion and fugitive emissions of refrigerant gases based on site area. In future years, maintenance top-ups of HVAC systems will be used for more accurate emissions. Mobile fuel combustion from leased and owned vehicles has been excluded from the inventory as Movera do not own or lease any vehicles.

- Activity data has been used to quantify gas consumption quantities (kWh)
- Where not available, we have used an estimation based on floor area and national average consumption to estimate refrigerant gas consumption.

Scope 2

Purchased electricity was the only identified Scope 2 emissions source. However, per the GHG Protocol Scope 2 Guidance, Scope 2 emissions have been calculated and reported using two separate methodologies:

- A location-based method reflecting the average emissions intensity of grids on which energy consumption occurs.
- A market-based method reflecting emissions from the electricity that we have purposefully chosen via our energy procurement activities. This accounts for energy purchased from green energy suppliers and a residual mix used where non-renewable energy tariffs are currently in use.

Scope 3

• Category 1: Purchased goods and services

Includes all upstream (i.e., cradle-to-gate) emissions from the production of goods and services purchased or acquired by us in the reporting year.

- We have used a spend-based approach to quantify emissions from the purchasing of goods and services in FY23.

• Category 2: Capital goods

Includes all upstream (i.e., cradle-to-gate) emissions from the production of capital goods purchased or acquired by us in the reporting year.

- We have used a spend-based approach to quantify emissions from the purchasing of capital goods in FY23.

• Category 3: Fuel and energy-related services

Relates to transmission and distribution losses, and the well-to-tank emissions for all fuels consumed as a result of our operations:

- Well-to-tank emissions account for all the emissions related to the extraction, production, and shipping of fuels excluding only the direct combustion of the fuel. (e.g., fuel consumed by owned or leased vehicles).
- Transmission losses account for all the energy that is lost between the electricity production in the powerplant and when it is used (e.g., resistance in power lines).

• Category 4: Upstream transportation and distribution

Includes all emissions from the freighting and storage of goods, paid for by us.

- We have used a spend-based approach to quantify emissions from the purchasing of goods and services (postage and courier services) in FY23.

• Category 5: Waste

Includes emissions from third-party disposal and treatment of waste generated in our owned or controlled operations in the reporting year:

- We have utilised the ‘waste-type-specific’ method, which involves using emission factors for specific waste types and waste treatment methods. Samples were taken from waste invoices (shredding and water) provided and extrapolated to all sites based on area; the remaining waste streams (general waste, mixed paper, food and plastic) were estimated based on employee FTE using national statistics.

• **Category 6: Business travel**

Includes emissions from the transportation of employees for business-related activities in vehicles owned or operated by third parties, such as aircraft, taxis, trains, tube, and passenger cars. This also includes emissions resulting from hotel stays and subsistence resulting from business-related trips.

- We have used the distance-based method, which involves determining the distance and mode of business trips, and then applying the appropriate emission factor for the mode used where possible. Where not possible, we have used a spend-based approach to estimate distance travelled by mode.
- We have used a spend-based approach to estimate hotel stay emissions. In future, number of nights stayed in hotels should be gathered to more accurately calculate emissions.
- We have used spend to estimate emissions from subsistence activity.

• **Category 7: Employee commuting**

Includes emissions from the transportation of employees between their homes and our offices. Emissions from employee commuting may arise from car, bus, or train travel.

- Where appropriate we have used the average-data method, which involves estimating emissions from employee commuting based on average (e.g., national) data on commuting patterns.
- We will in future years supplement the above with employee travel surveys which collect data from employees on commuting patterns (e.g., distance travelled, and mode used for commuting) and apply the appropriate emission factors for the modes used using the distance-based method.

• **Category 7: Employee homeworking**

Includes emissions from employees working from home. This includes the expected additional energy, heating, water use and waste disposal resulting from working at home.

- We have used average working patterns to derive the total number of days/hours employees worked from home in FY23. National average estimates for energy, heating, water use, and waste disposal have then been applied on a day/hour rate to estimate total emissions from homeworking.

Emissions methodology – material exclusions from current numbers:

N/A

Emissions methodology – non-material exclusions for FY23 baseline emissions:

Scope 1

• **Mobile combustion**

Is excluded from FY23 baseline emissions, as we do not own or lease any company vehicles

Scope 3

Category 8: Upstream leased assets

Is excluded from FY23 baseline emissions, as we do not lease any assets

Category 9: Downstream transportation and distribution

Is excluded from FY23 baseline emissions, as we do not sell goods that need to be transported by our customers

Category 10: Processing of sold products

Is excluded from FY23 baseline emissions, as we do not manufacture products

Category 11: Use of sold products

Is excluded from the FY23 baseline emissions, as we do not sell physical products

Category 12: End-of-life treatment of sold products

Is excluded from FY23 baseline emissions, as we do not sell physical products

Category 13: Downstream leased assets

Is excluded from FY23 baseline emissions, as we do not own any leased assets that we lease to other businesses

Category 14: Franchises

Is excluded from FY23 baseline emissions, as we do not operate franchises

Category 15: Investments

Is excluded from FY23 baseline emissions, as we do not have any investments whereby, we provide capital or offer financing as a service

Appendix

Appendix figure 1. Movera's FY23 tCO₂e hotspot analysis.

Scope/Category	Sub-category	Emission Hotspot Analysis (% of category total)
SCOPE 1		
Stationary combustion	Gas consumed	3.62%
Transportation	Owned and leased vehicles	-
Refrigerants	HVAC's	0.46%
SCOPE 2		
Electricity (market-based)	Purchased electricity, for own use (specific contract)	6.20%
Electricity for vehicles	Owned and leased vehicles	-
SCOPE 3		
Category 1: Purchase goods and services	Goods and services	50.40%
Category 2: Capital goods	CapEx expenditure	3.59%
Category 3: Fuel and energy-related activities	WTT (Well-To-Tank) & T&D (Transmission & Distribution losses) for S1 and 2	1.69%
Category 4: Upstream transport	Paid transport for goods (upstream & downstream), well to wheel (WTW)	4.56%
Category 5: Waste	Waste	3.05%
Category 6: Business travel	Land and air travel and hotel stays for business purposes WTW	1.62%
Category 7: Employee commuting	Employees commuting to and back from work WTW	12.96%
Category 7: Employee homeworking	Employees working from home	11.84%
Category 8: Upstream Leased Assets	Emissions from the assets you lease from others	-
Category 9: Downstream Transport	Transport to customers (WTW)	-
Category 10: Processing of Sold Products	Emissions from the processing of sold goods	-
Category 11: Use of Sold Goods	Direct and indirect emissions from use of goods sold	-
Category 12: End-of-Life of Sold Goods	Waste disposal and treatment of products sold (by customers)	-
Category 13: Downstream Leased Assets	Emissions from the assets you lease to others	-
Category 14: Franchises	Emissions from your franchises	-
Category 15: Investments	Emissions from your investments	-

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