



ORTHOMOTION MEDICAL LTD Carbon Reduction Policy & Plan

1. Executive Summary

Orthomotion Medical Ltd (OML) is committed to achieving Net Zero Emissions by 2050.

We are aware that reducing our Greenhouse Gas Emissions represents significant benefits for us, our customers, suppliers and the wider community.

Our Carbon Reduction Plan covers the strategies for OML's ongoing commitment to the management and reduction of our business-related carbon emissions.

The plan will cover OML's baseline year information, setting clear targets for reducing Greenhouse Gas (GHG) emissions over key timeframes and listing our planned projects to achieve carbon net zero by 2050.

While some of these achievements will be achieved through behavioural change, it is noted that, where funding is needed, it will be accessed to take these projects to the right outcome.

As a largely administration-based business, we will still be pushing our business and working with all our employees and contractors to embrace this plan and work collaboratively to achieve the overall goal of Carbon Net Zero by 2050.

2. Meeting the reporting requirements

This Carbon Reduction Plan is completed in compliance with [PPN06/21 as published by the Cabinet Office June 2021](#). This document will be reviewed and updated annually and will reflect any changes in organisational structure and take account of the efforts made to reduce our emissions over time to achieve net zero by 2050.

2.1 Our low carbon vision

As an organisation, OML is committed to integrating sustainable development into everyday practice by minimising environmental impact wherever possible.

During the process of developing this Carbon Reduction Plan, a number of key areas have been selected that will allow us to demonstrate reductions in the carbon emissions generated by our activities.

3. Method of data collection:

Due to the unique nature of our business, we have detailed below the methodology used for our report.

3.1 Carbon footprint methodology:

In accordance with the GHG protocol's corporate standard, the reported emissions should be reported against an operational boundary using one of three types of reporting methodology:

- equity share
- financial control
- operational control

3.2 Equity share:

This is how an organisation accounts for GHG emissions from operations according to its share of equity in the operation. This model may be helpful where emissions are recorded centrally across a range of entities, for example recorded UK wide by the parent company rather than at the trading entity level.

3.3 Financial control:

The organisation reports on all sources of carbon emissions over which it has financial control. The organisation is deemed to have financial control over a service if it has the ability to direct the financial and operating policies of the service with a view to financially managing its activities, for example:

- setting budgets
- managing expenditure
- obtaining an 'income', such as in leisure centres, entertainment halls, community centres for example

3.4 Operational control:

The organisation reports on all sources of carbon emissions over which it has operational control. The organisation is deemed to have operational control over a service if it has full authority to introduce and implement its operating policies.

The OML carbon footprint will be reported using the equity share methodology based on our operational model being largely administration based and that our premises are controlled by a third party, the Landlord.

3.5 Baseline year: FY 2021/2022

Scope 1

Company Facilities: we are tenants in a building managed by the Landlord.

Company Vehicles: we do not have any company vehicles, so there are no emissions from this category included in our emissions data.

Scope 2

Purchased electricity, steam, heating and cooling for own use: we don't purchase any of the energy needed for our buildings as they are all leased and are covered by the landlord.

Scope 3

Category 4 upstream transportation and distribution

As OML is largely an administration-based business, we currently do not purchase or sell any goods, but we do warehouse goods on our client's behalf that are delivered to us free of charge so we can't report any figures against category 4.

Category 5 waste generated in operations

We do not have specific data on the waste generated as an organisation as this is managed through the lease arrangements as part of the building operations, but we do generate waste through employee printing. Waste is segregated into dry mixed recyclable and non-recyclable waste for disposal by the building landlord. We plan to continue address these areas through behaviour changes in the Strategies for Carbon Reduction.

Category 6 business travel

Business travel is measured and reported in the organisation's Annual Report and Accounts each year. It is calculated using the values matrix supplied by DEFRA and is detailed below.

CO2 Greenhouse gas (GHG) emissions: official business travel expenditure on official business travel

Type of travel	Tonnes CO2e
Official travel: Road	0.480
Official travel: Rail	0
Official travel: Air	0
Total GHG emissions	0.480

Category 7 employee commuting

For the base year of 2021/2022, we do not have any firm data on how employees were travelling into their office. To calculate an estimated figure for the financial year 2021/2022, we have taken the number of employees, their working pattern such as part time or full time, and taken account of annual leave and bank holidays.

For the 2 employees, there are 261 working days per year which reduces to an average of 228 working days per full time employee when accounting for annual leave and Bank Holidays. We calculated this figure for the average [commute of a return trip being 5 miles](#). The average UK car emissions [are approximately 196.94 grams per mile](#). This brings in a total estimated figure of 0.870 tCO₂e.

It is accepted that this does not include travel to offices by train, tube, bus or other forms of transport. Detailed below in the section 'Strategies for Carbon Reduction' are plans for how we can monitor commuting emissions and report an accurate figure in future years.

Category 9 downstream transportation and distribution

As OML is largely an administration-based business, we currently do not purchase or sell any goods, but we do warehouse goods on our clients behalf and deliver them to the clients customers. We use 3rd party couriers to provide the transportation.

Baseline year emissions: FY 2021/2022

Emissions

Total (tCO₂e)

Scope 1

Zero, rationale detailed above

Scope 2

Zero, rationale detailed above

Scope 3 (Included sources)

Category 4 Zero, rationale detailed above

Category 5 Zero, rationale detailed above

Emissions	Total (tCO ₂ e)
	Category 6 0.480
	Category 7 0.870
	Category 9 0.906
Total emissions	2.256

3.6 Current year: FY 2022/2023

For the current reporting year FY 2022/2203 Scopes 1, 2 and 3 will be the same as the baseline year reporting.

Additional information is for Category 7 of Scope 3 as detailed below.

CO₂ Greenhouse gas (GHG) emissions: official business travel
expenditure on official business travel:

Type of travel	Tonnes CO2e
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Official travel: Road	0.680
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Official travel: Rail	0
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Official travel: Air	0
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Total GHG emissions	0.680
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Category 7 employee commuting

For the current reporting year of 2022/2023, we have no firm recorded data on how employees were travelling into the office. This is 6 months only of the new reporting year and we would estimate figures to be double those reported year to date.

We then calculated this figure with the average UK commute of a return trip of 5 miles for both employees and the average UK car emissions of 196.94 grams per mile to bring in a total estimated figure of 0.870 tCO₂e.

Emissions

Total (tCO₂e)

Scope 1

Zero, rationale detailed above

Scope 2

Zero, rationale detailed above

Scope 3 (Included sources)

Category 4 Zero, rationale detailed above

Category 5 Zero, rationale detailed above

Category 6 0.680

Category 7 0.435

Category 9 0.453

Total emissions

1.568

4. Strategies for carbon reduction

The carbon reduction opportunities in this plan, once fully implemented, will reduce OML's GHG emissions each year in line to achieve net zero emissions by 2050.

The areas for concentrated reduction strategies are as follows:

4.1 Business travel

Evaluate and, where possible, adopt means of reducing business travel. We will utilise web-based communication platforms where possible to conduct meetings with clients and stakeholders. We will also look at conducting any training courses or programs over the same web-based platforms, where appropriate, to achieve sustainable long-term reduction of emissions. This will reduce OML's carbon footprint by reducing future business travel.

4.2 Employee commuting

We will continue to maintain a Smarter Working culture for all employees to reduce the amount of business travel and commuting for our employees, helping to reduce our CO2 emissions.

Smarter Working will enable our employees to make the right decisions about how they work whilst making the best use of our workplaces and technology. It improves productivity through a focus on outputs rather than presenteeism and supports the reduction of our carbon footprint by reducing unnecessary travel.

We will encourage car sharing, walking and cycling to work as an alternative to using vehicles in an attempt to further reduce commuting CO2 emissions.

4.3 Communication

We will work with key partners and other stakeholders to achieve a better understanding of our emission contributions in the energy usage and waste emission categories. Even with these categories

being out of our direct control, we will encourage these partners to take on carbon reduction plans that will ultimately assist OML.

4.4 Employee learning and behaviour change

OML will raise the environmental awareness for all its employees and sub-contractors, where possible.

Working with all employees, we will encourage better energy use and reduced waste. We have put our working documents, ERP and financial databases in the clouds and will encourage the use of viewing documents electronically rather than printing them out. This will reduce unnecessary printing which is not as essential as previously thought to our business operations as part of our daily work lives. We will aim to maintain this as a goal for a more paperless office.

All employees will be encouraged to use best practices regarding printing, using double sided printing if possible, using re-using single sided printed documents, re-using and recycling packaging materials and the disposal of waste and paper products appropriately.

Any equipment or upgrade of infrastructure will be focused on efficiency so all items energy ratings will be reviewed as part of the procurement process. We aim to look at the lighting of our offices and warehouse moving towards LED high efficiency lighting. This will reduce energy consumption, reduce the carbon footprint and reduce waste.

We will also be looking at the heating of the warehouse and offices and assessing if there are more efficient methods which would be energy saving, more cost effective and reduce the company's carbon footprint further.

Employees will be encouraged to recycle as much as possible and recycling bins for specific material segregation will be put in place. Although recycling of waste is managed by the landlord as part of the lease of the warehouse and offices, OML believe this is best practice and will reduce the overall CO2 emissions and carbon footprint.

4.5 Leadership

The CEO of OML has given, and will continue to give, its full support to this carbon reduction programme and the team required to achieve OML's Net Zero ambitions.

The CEO will lead by example, by modelling best practice behaviours in carbon reduction wherever possible, by helping to push for and then implementing changes.

4.6 Declaration and sign off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standards for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and uses the appropriate government emission conversion factors for greenhouse gas company reporting.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been reviewed and signed off by the CEO.

Signed on behalf of ORTHOMOTION MEDICAL LTD



Tony Fennell
CEO

31st January 2023