Inmarsat - Climate Change 2023

C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

Inmarsat was set up in 1979 by the International Maritime Organization (IMO) to enable ships to stay in constant touch with shore or to call for help in an emergency, no matter how far out to sea. Today our customers are found in many different sectors – they are typically businesses and organisations that need to communicate where terrestrial telecom networks are unreliable or simply cannot reach.

As well as merchant shipping, our customers include governments, airlines, the broadcast media, the oil and gas industry, mining, construction, and humanitarian aid agencies – to name just a few. They connect to our fleet of 14 satellites using a range of equipment, including global handheld satellite phones and notebook-sized broadband internet devices, as well as specialist terminals and antennas fitted to ships, aircraft and road vehicles.

Our business has grown strongly since 1999 when we became the first intergovernmental organization to transform into a private company, later floating on the London Stock Exchange (LSE: ISAT.L) in 2005. In 2019, Inmarsat was delisted from the London Stock Exchange when the company was taken private, In November 2021, Inmarsat and Viasat Inc. entered into a definitive agreement for Viasat to acquire the entire issued share capital of the Inmarsat Group. On 30th May 2023 this acquisition was completed.

Inmarsat remains a market leader in the provision of mobile satellite services, with a large portfolio of global satellite communications solutions and value-added services on the market. In 2022 we launched the second of our Inmarsat-6 satellites. The worlds most advanced commercial communications satellites representing a momentous change in the capacity and capabilities they will deliver to our multi-dimensional Inmarsat ORCHESTRA network to meet the connectivity demands of our global mobility, government and IoT customers into the 2040's and beyond.

This CDP submission relates to the reporting period CY2022 for Connectco Ltd and does not take into account the impact of the Viasat acquisition on our environmental governance, strategy and footprint, which still need to be understood and established.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.

Reporting year

Start date
January 1 2022

End date
December 31 2022

Indicate if you are providing emissions data for past reporting years
Yes

Select the number of past reporting years you will be providing Scope 1 emissions data for
4 years

Select the number of past reporting years you will be providing Scope 2 emissions data for
4 years

Select the number of past reporting years you will be providing Scope 3 emissions data for
4 years

C0.3

(C0.3) Select the countries/areas in which you operate.

Australia
Canada
China
Cyprus
France
Germany
Greece
India
Indonesia
Italy
Netherlands
New Zealand
Norway
Romania
Singapore
United Arab Emirates
United Kingdom of Great Britain and Northern Ireland
United States of America

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

USD

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Operational control

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, another unique identifier, please specify (LEI)	2138008ZR33BW7W6PN21

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual or committee	Responsibilities for climate-related issues
Chief Executive Officer (CEO)	The role of the Chief Executive is set out in writing and agreed upon by the Board. He is responsible for: 1) The day-to-day management of Inmarsat's operations and its financial results; 2) Recommending the strategic objectives for the Inmarsat Group, for debate, challenge and approval by the Board; 3) Responsibility for ensuring we meet the milestones for our key programmes with a priority to target revenue growth and deliver enhanced returns to investors and; 4) Chairing the Executive Management Board. The CEO is the Board sponsor for environmental and social governance, community investment, and other corporate social responsibility matters, as well as responsibility for Health and Safety. Responsibility for environmental and other corporate social responsibility matters sits with the CEO because this ensures top-down management of corporate social responsibility matters including climate change. Example of a key climate decision made: In 2022/23, the Chief Executive supported and advocated for our first carbon neutral satellite launch in February 2023.
Board-level committee	The Main Board of Inmarsat is ultimately responsible for the oversight of climate concerns at Inmarsat, including both the approval of Inmarsat's environmental and climate strategy and oversight of the mitigation and management of Inmarsat's climate-related risks and opportunities. Our Corporate Governance Policy denotes ESG and climate matters as principal decisions for which the Board must retain oversight. Our Board is ultimately responsible to stakeholders for all our activities, including the delivery of our strategy, financial performance, resource utilisation and having regard to social, environmental, and ethical matters. Climate-related issues are therefore, integrated into several governance mechanisms to the extent to which they drive operational effectiveness and risk management. Example of a key climate decision made: In 2022, Inmarsat's main Board approved the commitment to neutralise the emissions impacts of our 2023 I-6 satellite launch and budget required, well as approved the Procurement Sustainability Strategy (see supplier engagement module for further details).

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Reviewing and guiding annual budgets Overseeing major capital expenditures Overseeing acquisitions, mergers, and divestitures Overseeing and guiding employee incentives Reviewing and guiding strategy Overseeing and guiding the development of a transition plan Monitoring the implementation of a transition plan Overseeing and guiding scenario analysis Overseeing the setting of corporate targets Monitoring progress towards corporate targets Overseeing and guiding public policy engagement Overseeing value chain engagement Reviewing and guiding the risk management process	<Not Applicable>	The Board is ultimately responsible to stakeholders for all our activities: for delivering our strategy and financial performance in the long-term interests of the Company; for efficiently using our resources and having regard to social, environmental, and ethical matters. Our Board receives and approves the budget and long-range business plans on an annual basis which includes enterprise level strategy and major capital expenditure programmes, They are also responsible for any major acquisition/divestment opportunities and during the course of 2022 actively oversaw the Viasat acquisition. The Board delegates to the remuneration committee authority to approve the outcomes and objectives of the annual bonus plan and other employee incentives. The remuneration committee reports back to the Board on these matters. Our Board has received papers for approval and understanding of our ESG strategy such as our science-based target, procurement policy change and neutralisation strategy and was involved in the process for creating our climate transition plan. Our climate strategy implementation is overseen by our Board and directly correlates to the mitigation of our transition risks and capture of our climate opportunities. Risk management processes and ESG are a standing agenda item at the Audit Committee, where progress on mitigating actions and against targets is reported. Similarly, we recognise that rising sea levels and increased precipitation and flooding as a result of climate change could impact our satellite access stations and/or land earth stations which are located at strategic points around the world and act as traffic gateways connecting customers using the Inmarsat satellites to terrestrial networks. Examples of this in 2022 were the cyclone impacts to our New Zealand sites. To manage this risk, we have established site selection due diligence processes that incorporate climatic geographical considerations. The Board has oversight of such major plans of action. To manage our near-term risks, such as the impacts in New Zealand, we have proactive business continuity and crisis management plans in place which reduce our impacts to connectivity and service disruption as well as the wellbeing of our people.

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	The Board has ultimate oversight for Inmarsat's ESG and climate strategy as set out in the Group's Corporate Governance Policy. In 2022 the Board focused on setting our Net Zero target and approving it for submission to SBTi for validation. As per our usual risk management processes, it also focused on; Assessing risks faced by the Group and received updates on internal controls, including ESG and climate risk; Refreshed our view of our non-financial risks through conducting an ESG assessment; Considered climate risk in the context of investment risk & the correlation between disclosure and capital allocation; Approved the ESG & TCFD disclosures within the 2022 Annual Report & ESG Report. We reviewed our current capabilities across the organisation and assessed that we have the adequate level of expertise in the key areas of the business. Sustainability is a skill outlined in our Board experience within our Annual Report, demonstrated by our CEO as the Board sponsor for ESG, community investment, and other CSR matters. His involvement in industry working groups and associations and advocacy for climate & ESG matters within the industry demonstrates his capability and competency to sponsor and lead Inmarsat's ESG and climate agenda. Additionally, at approval time of our targets, the Board unanimously supported the approval of both our science-based and Net Zero targets. This is supported by the roles and responsibilities of key individuals and departments held accountable by the ESG Steering Group. Climate responsibilities do not sit solely within one team or department, roles and responsibilities are delegated across the organisation but oversight and management is held centrally by the CEO as Board sponsor & the Chief Corporate Affairs Officer who chairs the ESG Steering Group. Our CFO has ultimate approval of the financial investment required to ensure we achieve our climate strategy, such as our external consultant partnership, investment into new data systems and policies to target decarbonisation. Our Board has received multiple Board papers on climate targets and the roadmap needed to achieve them. Individual papers were sent to the Board both for education and approval of the SBT & net zero target. We send regular papers to upskill the Board on changing requirements related to climate and on progress Inmarsat is making as climate and ESG are now standing agenda items on the Audit Committee agenda.	<Not Applicable>	<Not Applicable>

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Position or committee
Chief Executive Officer (CEO)

Climate-related responsibilities of this position
Implementing a climate transition plan
Monitoring progress against climate-related corporate targets
Managing public policy engagement that may impact the climate
Assessing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Reports to the board directly

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
Climate oversight and management is held centrally by the CEO as Board sponsor for ESG responsibilities. Our CEO was responsible for developing our climate transition plan and he ultimately holds the management team and other delegated bodies to account for delivering on our climate strategy. Similarly, in his capacity as CEO, he oversees our risk management processes at Board level and therefore is responsible for assessment of climate-related risks and opportunities and ensuring we have an appropriate and effective control environment in place to manage risks. His involvement in industry working groups and associations and advocacy for climate & ESG matters within the industry is another key role our CEO plays to promote Inmarsat's public policy engagement and the ambitions for industry decarbonisation and opportunities for space to support the climate transition.

Position or committee
Chief Financial Officer (CFO)

Climate-related responsibilities of this position
Managing annual budgets for climate mitigation activities
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)

Coverage of responsibilities
<Not Applicable>

Reporting line
CEO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
The Chief Finance Officer has responsibility for climate change-related issues relating to the investments required to achieve Inmarsat's science-based targets and its decarbonisation plan such as the tender for expanded sustainability services and neutralisation of the recent satellite launch. As a large part of Inmarsat's footprint, the CFO oversees our Procurement function and provided the mandate to the Vice President of Procurement, Contracts and Insurance to review how sustainability and climate change are embedding into procurement policies, decision making, supplier engagement and annual budgeting.

Position or committee
Other C-Suite Officer, please specify (Chief Corporate Affairs Officer)

Climate-related responsibilities of this position
Managing climate-related acquisitions, mergers, and divestitures
Implementing a climate transition plan
Monitoring progress against climate-related corporate targets
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
CEO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
The Chief Corporate Affairs Officer and Company Secretary has responsibility for climate change-related issues at Inmarsat and is a member of the Executive Management team. These responsibilities lie with the Company Secretary/Chief Corporate Affairs Officer because her wider role is to provide governance advice to the Board and its Committees and to ensure that the organisation is compliant with standard financial and legal practice, including energy/carbon compliance. The Company Secretary/Chief Corporate Affairs Officer also acts as the point of communication between the Board of directors and Inmarsat investors on matters including governance and remuneration and is responsible for reporting on company procedures and developments, including those related to matters of Corporate Responsibility and climate change.

Position or committee
Environment/ Sustainability manager

Climate-related responsibilities of this position
Managing annual budgets for climate mitigation activities
Developing a climate transition plan
Implementing a climate transition plan
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Other, please specify (Chief Corporate Affairs Officer)

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
The Deputy Company Secretary leads on Inmarsat's sustainability focus and strategy, including climate change and therefore takes on the role as sustainability manager as part of her role. As the responsible person for Inmarsat's annual reports and accounts, the Deputy Company Secretary is also tasked with providing regular reports and disclosure, both internally and externally on Inmarsat's progress against its ESG and climate targets and other commitments. The Deputy Company Secretary chairs both the internal ESG Steering Group and the Sustainability Committee, and drafts Board reports on ESG and climate strategy. In this lead role, she also manages the relationship with external sustainability consultants and manages the annual budgets for expenditure on climate strategy and risk mitigation.

Position or committee
Risk manager

Climate-related responsibilities of this position
Developing a climate transition plan
Conducting climate-related scenario analysis
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Other, please specify (Chief Corporate Affairs Officer)

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
The Senior Director of Risk Management is responsible for the development and implementation of Inmarsat's risk management processes to enable the business to achieve its strategic goals. The environment and climate change specifically relate to a number of Inmarsat's risks and therefore the Senior Director of Risk Management has an important role in ensuring that these risks are effectively mitigated. Responsibilities include: review of the risk profile against Inmarsat's risk appetite; provision of recommendations to management in relation to risk profile, strategy and key controls; review of the sustainability of risk methodologies, metrics and policies; and assessment of major risk-related projects. Climate change-related issues are monitored by the Senior Director of Risk Management through the Central Risk Committee reporting process. The Senior Director of Risk Management reports to the Company Secretary/Chief Corporate Affairs Officer.

Position or committee
Risk committee

Climate-related responsibilities of this position
Implementing a climate transition plan
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Reports to the board directly

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
The Central Risk Committee meets quarterly to review business risks and effectiveness of controls in place and address any gaps or weaknesses. The Chief Corporate Affairs Officer chairs the Central Risk Committee and then reports upwards to the Audit Committee and Board.
As climate risks follow the same process of other business risks, the climate risk register are reported on to this committee and assessed against the enterprise risk management framework on a quarterly basis. As climate risk mitigation makes up a key part of our climate transition plan, this committee is critical in implementing our climate transition plan and building long-term resilience.

Position or committee
Sustainability committee

Climate-related responsibilities of this position
Managing annual budgets for climate mitigation activities
Implementing a climate transition plan
Setting climate-related corporate targets
Monitoring progress against climate-related corporate targets
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Corporate Sustainability/CSR reporting line

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
Chaired by the Chief Corporate Affairs officer and the Deputy Company Secretary (/Sustainability Manager), this committee is responsible for setting the overarching environmental and climate strategy and transition plan. They are also accountable for reporting and providing updates to the Exec/ Board. The make-up of this Group includes leads of key departments that have the level of influence to drive Inmarsat's environmental strategy and embed environmental initiatives across the business through the workstreams established under the environmental strategy. This Steering Committee works with the Sustainability Committee of voluntary people from across the business to undertake projects to meet the strategy and provides the senior support and oversight to address any challenges or organisational barriers. Members of the underlying Sustainability Committee are aligned to the various workstreams underpinning the strategy and will support workstream leads to carry out actions to build momentum and progress.

Position or committee
Procurement manager

Climate-related responsibilities of this position
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)
Providing climate-related employee incentives
Managing value chain engagement on climate-related issues
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Finance - CFO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
As our largest emissions footprint lies in our value chain and predominantly in the products and services we procure, our Vice President of Procurement, Contracts and Insurance reviews how sustainability and climate change are embedded into procurement policies, decision making, supplier engagement and annual budgeting. He leads the procurement team in implementing effective procurement policies and systems including the expanding supplier data collection and performance metrics programme as well as conducting training workshops with the procurement team to upskill them on key climate issues within procurement.

Position or committee
Facility manager

Climate-related responsibilities of this position
Managing climate-related acquisitions, mergers, and divestitures
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Other, please specify (Chief People Officer)

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
Inmarsat's Global Head of Facilities has the day-to-day responsibility of driving energy management practices across the group and ensuring compliance with Inmarsat's various energy and carbon compliance requirements, for example, Mandatory Emissions Reporting and SECR compliance in the UK. Climate change-related issues are

monitored by the Inmarsat's Global Head of Facilities through regular meetings with the facilities team to ensure that our buildings are operating efficiently and also through a greenhouse gas reporting data managed service with our external consultant, Accenture, in which emissions performance reports are sent out to sites on a regular basis. The Global Head of Facilities is also the workstream owner for Energy, Waste and Water as part of Inmarsat's environmental strategy, including responsibilities for collecting data, assessing progress and driving action towards KPIs and targets within the strategy and the overarching science-based target. Additionally, the facilitates manager will ensure sustainability is considered in all capital investments and divestment decisions for example, the decision to reduce operations in Switzerland where Inmarsat closed an office reducing our environmental footprint. Inmarsat's Global Head of Facilities reports to the VP Global Real Estate and Facilities who reports to the Chief People Officer. The responsibility lies with the Inmarsat's Global Head of Facilities because he has the expertise and experience to drive energy management practices across the Group.

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	Inmarsat provides several monetary incentives. See the following question for details.

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive
Chief Executive Officer (CEO)

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Progress towards a climate-related target

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
The CEO is the board sponsor for environmental and social governance, community investment, and other corporate social responsibility matters, as well as responsibility for Health and Safety. The CEO has an objective relating to "health and safety overview across the group and monitoring/performance of ESG requirements." This objective is linked to annual financial remuneration.

Entitled to incentive
Chief Sustainability Officer (CSO)

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Progress towards a climate-related target
Other (please specify) (Successful risk management including climate risk management)

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
The Chief Corporate Affairs Officer and Company Secretary has specific responsibility for climate-related issues at Inmarsat and is a member of the Executive Management Board. The Company Secretary/Chief Corporate Affairs Officer also acts as the point of communication between the board of directors and Investors on matters including governance and remuneration and is responsible for reporting on company procedures and developments, including those related to matters of Corporate Responsibility and climate change. The Chief Corporate Affairs Officer and Company Secretary's annual financial remuneration takes into account successful risk management globally, including risk management relating to climate change.

Entitled to incentive
Other, please specify (Risk Manager)

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Other (please specify) (Successful risk management including climate risk management)

Incentive plan(s) this incentive is linked to

Short-Term Incentive Plan

Further details of incentive(s)

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
The Senior Director of Risk Management key objective is to improve the risk management processes, including those relating to climate change, and apply them across the Group. Inmarsat recognises that climate change is a risk where the time horizon is typically longer than long-range business plan time-frame of 5 years, and therefore, whilst the assessment of climate-related risks are integrated into the overall risk management processes, climate change risks and opportunities also require bespoke assessment.

Entitled to incentive
Environment/Sustainability manager

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Progress towards a climate-related target
Implementation of an emissions reduction initiative

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
As part of annual progress review, the Sustainability manager has bonus objectives linked to the achievement of KPIs and goals set out in the climate transition plan and underlying climate strategy. These include conducting quarterly ESG Committee meetings, implementation of emissions reduction initiatives in line with the science-based targets and supporting other stakeholders to achieve their implementation projects for emissions reductions. The Sustainability Manager is also rewarded based on supporting the Chief Corporate Affairs in maintaining adequate reporting and upskilling of the Board and Executive team on progress towards the climate strategy, approval of the climate transition plan and other climate related development requirements.

Entitled to incentive
Facilities manager

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Implementation of an emissions reduction initiative
Energy efficiency improvement
Increased share of renewable energy in total energy consumption
Reduction in total energy consumption

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
As part of an ongoing review, facilities managers are required to monitor and reduce energy consumption and to ensure that any replacement plant and equipment delivers a reduction in energy consumption and subsequent GHG emissions.

Entitled to incentive
Procurement manager

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Progress towards a climate-related target
Reduction in absolute emissions
Increased engagement with suppliers on climate-related issues

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
The VP of Procurement, Contracts and Insurance has set KPIs around supply chain engagement, emissions reduced within purchased goods and services (in line with Inmarsat's Scope 3 science-based target) and the inclusion of climate/ environmental criteria within contracts and supplier selection processes.

Entitled to incentive
Buyers/purchasers

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Progress towards a climate-related target
Reduction in absolute emissions
Increased engagement with suppliers on climate-related issues
Increased supplier compliance with a climate-related requirement

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
Alongside the VP of Procurement, Contracts and Insurance, the whole Procurement team now has sustainability linked bonuses. This is aligned to the implementation of the new Procurement programme including supplier engagement, supplier data collection, a new procurement policy and selection criterion

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?
Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	1	The short-term horizon aligns to annual budgeting.
Medium-term	1	5	Inmarsat's long-range business plan spans 5 years and we view this as "medium-term".
Long-term	5	20	Inmarsat's satellites are in space for up to 20 years and therefore Inmarsat must consider risk on this horizon. There is also a recognition that climate-related risks have longer-term horizons.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

Definition of substantive impact:

Substantive financial or strategic impact is assessed in line with the defined risk appetite (which is considered as part of the compilation of business cases, annual business plan and budget and long-range business plan) and using defined impact and probability ranges.

Inmarsat considers impact across the following 4 dimensions:
- Economic (cash flow impact)
- People risk
- Reputation
- Business/service interruption

The impact thresholds are classified from A (higher impact) – D (lower impact). For example, the highest economic impact threshold (A) is defined as a cash flow impact of more than $50 million within 3 years of an event, and the highest business/service interruption threshold is defined as severe disruption to the business. Beyond this threshold, risks are considered to have a substantive impact.

Probability is considered on a scale of 1 to 5, where 5 is higher i.e. “almost certain to happen”.

Quantifiable Indicator:

For ESG, Inmarsat defines substantive risks within their Principal Risk Register as those which have the potential to have a financial impact of gross <$50million up to $200 million.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered
Direct operations
Upstream
Downstream

Risk management process
Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment
More than once a year

Time horizon(s) covered
Short-term
Medium-term
Long-term

Description of process
Climate-related risks are identified and assessed as part of Inmarsat's overall risk management process which is described below. Inmarsat operates a risk management process to identify, assess, mitigate and report significant risks within the business and to report to the Board on how those risks are being managed.

Risks are initially identified and assessed in each business unit and area (i.e. asset level) during collaborative risk workshops where key internal stakeholders consider what risks could hinder Inmarsat from achieving its objectives, quantify the risks in terms of impact and probability and consider risk mitigation activities. The workshop is a key stage in the development of business unit risk reports which include risk registers (list of risks), risk matrices with impact and probability, and the risk mitigation plans. On a quarterly basis the risk reports are formally reviewed by senior management on a central Risk Committee representing each component part of the business (i.e. each business unit and central services function). These risk reports are assessed and consolidated in a systematic way to identify the Group's principal risks. The Group's principal risks are further discussed and reviewed by the Executive team, and each quarter, the resulting Group risk report is discussed by the Audit Committee and the Board, who has overall responsibility for the risk management framework.

The process in place for assessing which risks could have a substantive financial or strategic impact in relation to other risks:

Inmarsat's risk evaluation and prioritisation process begins with quantification of probability and impact criteria within risk registers monitored by the Central Risk Committee. Once scored, risks are then prioritised into a four-tiered scale ranging from high to low. This allows Inmarsat to determine the relative significance of climate-related risks in relation to other risks. ESG continues to be deemed a principle risk which includes climate risk as a subset risk within this category. Inmarsat rolls up the individual identified climate-related risks into the overarching view of principles through ESG risk.
The Inmarsat Board and Audit Committee are responsible for approving risk levels and approving risk decisions that are beyond delegated authorities. The Board regularly and as part of the financial year end process, reviews the Group's principal risks and the actions being taken to mitigate those risks. As part of the long-range business plan and risk management processes particularly, the Board determines the level of risk carried and the extent of mitigating activity required to deliver an acceptable level of risk. To date, deglobalisation, space sustainability (such as overcrowding and space debris), technology digitisation and the climate crisis have been determined as an emerging risk. Through our quarterly risk management focus, we review our risks and the mitigation action plans for effectiveness and completeness. We also complete an emerging risks and blindspots assessment process on a quarterly basis where findings and outputs are included in the quarterly risk reporting to the Central Risk Committee for discussion and appropriate action to create and document risk mitigation plans and controls. In this quarterly reporting, we also include performance against key risk indictors across all our business risks and climate-related risks. We changed our process for determining risk appetite, centred on five key areas; strategic, financial, commercial, technological and operational and determined an appetite statement for risk categories in 2022. Failure to run our business in a sustainable way by assessing the environmental impact of our operations, which may result in damage to our corporate reputation or key stakeholder confidence. We have a low appetite for breaching any of our ESG obligations. We will operate in a manner that goes above and beyond minimum regulatory requirements to be a best-in-sector business. This will be measured on total emissions reduction and overall D&I score.

Process for managing climate-related opportunities:
Inmarsat recognises that there are a number of climate-related opportunities both the upside of each identified climate-related risk and other additional opportunities. We also recognise that by systematically assessing and mitigating the largest risks, we are more likely to achieve our strategic goals. Therefore, climate change opportunities are managed through the same process described above as well as highlighted and monitored via the ESG Steering Group, who is responsible for implementing the ESG strategy, on a quarterly basis.

An example of how this process is applied to physical risks/opps:
Some of our ground stations are coastal facilities that may be at risk from negative impacts related to sea-level rise. This risk was identified, assessed, and managed in line with the process described above. During a climate change risk workshop facilitated by our sustainability partners, Carbon Intelligence, we identified that sea level rise presents a potential risk to our operations globally. We assigned a risk owner to further investigate this risk and to develop a risk mitigation plan. We conducted a desk-based study of each of our locations to assess the impact and probability of natural weather disasters using latitude and longitude coordinates and natural catastrophe models developed for the insurance industry. Where locations have been identified as having higher risk of natural disaster, e.g. river flooding, site surveys are conducted to further refine the risk assessment and to establish risk mitigation plan.
Our Maritime and Aviation customers face increasing risk from physical climate change impacts. For example, changes in both mean precipitation and patterns of precipitation will mean that both seafarers and airlines will require more advanced connectivity to enable real-time weather information for optimal route planning, as well as reliable communications in any weather. This presents Inmarsat with an opportunity as our global network is highly resilient. This opportunity was identified, assessed, and managed in line with the process described above. During a climate change risk workshop facilitated by our sustainability partners, Carbon Intelligence, we identified that increasing weather disasters will create greater demand for our services.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Company specific example of risk type and how it is included in risk assessment: Geographically, our energy consumption is greatest within the UK, where Inmarsat is required to comply with both the Streamlined Energy and Carbon Reporting (SECR) and Energy Savings Opportunity Scheme (ESOS). Both regulations require Inmarsat to maintain an evidence pack in order to demonstrate compliance to the Environment Agency, which provides regulatory oversight for each scheme. The recent introduction of the Climate-related Financial Disclosure, on top of the existing Streamlined Energy and Carbon Reporting (SECR) legislation, requires Inmarsat to report the information currently disclosed under Mandatory Greenhouse Gas Regulations, what proportion of energy consumption and emissions relate to the UK and information relating to energy efficiency measures undertaken in the financial reporting year and a detailed climate risk disclosure. There is a risk that inaccurate, incomplete or unauditable energy data could result in non-compliance with both regulations. Failure to comply with either could result in financial penalties being applied by the Environment Agency and publication of non-compliance. Current legislation is included as part of the group-wide risk assessment process and the Chief Corporate Affairs Officer/Company Secretary is accountable. Any fines as a result of non-compliance would be considered along the economic impact dimension, in addition to the reputation impact dimension. Whilst we do not consider non-compliance with the legislation outlined above (CFDR, SECR and ESOS) to have a substantive impact on the group, we have put in place robust risk management plans to ensure compliance. For example, we have a specialist climate and energy partner that works closely with the Chief Corporate Affairs Officer/Company Secretary and other key stakeholders to ensure compliance with climate-related legislation.
Emerging regulation	Relevant, always included	Company specific example of risk type and how it is included in risk assessment: Inmarsat is aware of a number of potential areas of emerging regulation relating to climate change that could have an impact on the business. For example, the business recognises that the UK Government has signalled the future adoption of the climate transition plan publication. To ensure Inmarsat stays ahead of emerging regulation, the business worked with specialist energy and carbon partner to develop Inmarsat's own climate transition plan in 2022 and whilst this is not yet publicly published, the business has the ambition to do so as Inmarsat recognises that good practice today is likely to become regulation tomorrow. For example, most countries across the world have now ratified the Paris Agreement, committing to keep global warming below 2 degrees Celsius (3.56F). It seems very likely therefore that in the future countries will strengthen climate change policy to require organisations to also align to a 2 degree or lower pathway. Inmarsat recognises this emerging regulation and is on the pathway to set a science-based emission reduction target. As indicated in our 2022 ESG Report, we have an approved science-based target which aligns to a 1.5D pathway (Scope 1&2 target) and WB2D pathway (Scope 3 target). Emerging regulation is included as part of the group-wide risk assessment process, and the Chief Corporate Affairs Officer/Company Secretary is accountable. We have put in place robust risk management plans; we have a specialist carbon and energy partner that works closely with this individual and other key stakeholders to identify emerging regulation and implement management plans. This is also additionally important for the business given the recent acquisition by Viasat and therefore new jurisdictions and regulations to comply with and therefore looking-forward we are working to understand the wider ESG regulations we need to comply with.
Technology	Relevant, always included	Company specific example of risk type and how it is included in risk assessment: Inmarsat considers that technological improvements or innovations that support the transition to a lower-carbon, energy-efficient economic system represent opportunities to Inmarsat. Inmarsat's Deputy Chief Technology Officer sits on the Central Risk Committee and this ensures any technology risks are identified and managed in line with the risk management process. Our communication products, services and solutions enable our customers to operate more efficiently across our four customer-focused business segments: maritime, aviation, government and enterprise. By helping our customers to improve efficiency through our technology we are supporting the transition to a lower-carbon economy. For example, Inmarsat produced a report alongside the London School of Economics titled 'Sky High Economics: Evaluating the Economic Benefits of Connected Airline Operations'. It states that the connected aircraft, enabled by satellite communications, has the potential to save airlines $15 billion annually in operational efficiencies and 21.3 million tonnes of CO2 emissions by 2035. The Inmarsat Research Programme has also been focusing on understanding the ways that the Industrial Internet of Things (IIoT) is being adopted by organisations from the agriculture, energy, maritime, mining and transport sectors and the role of satellite connectivity as an IIoT enabler. There is, of course, a risk that the growing recognition of the need to transition to a low-carbon economy will increase competition for products and services that drive efficiency. We have identified the risk in our principal risks. To ensure that our product offering remains relevant, we are investing in product development and are reviewing market opportunities, for example IoT, to create new business streams. Similarly, we have looked the improvement in efficiency and reduction of impact of our products. For example, our Head of Procurement undertook a piece of work to look at the sourcing of our antennas and how we can improve energy efficiency through better sourcing and the procurement team has also worked with one of our major product suppliers to conduct a lifecycle analysis assessment on one of maritime terminals to find ways to improve the carbon and environmental impact of our products footprint.
Legal	Relevant, always included	Company specific example of risk type and how it is included in risk assessment: Inmarsat recognises that companies are facing increasing risk of climate change litigation as a result of a new wave of strategic court cases linking climate to human rights. This new wave of lawsuits is also targeting states for their insufficient policies and non-implementation of international climate treaties. Inmarsat considers this to be of low risk due to our commitment to reducing Scope 1, 2 and 3 emissions and because our communication services enable our customers to improve efficiency and assist them to reduce emissions. Litigation risk is included as part of the group-wide risk assessment process.
Market	Relevant, always included	Company specific example of risk type and how it is included in risk assessment: Inmarsat considers that shifts in supply and demand for certain commodities, products, and services as a result of climate change generally represent an opportunity to Inmarsat. As Governments, corporates and civil society make increasing commitments and efforts to reduce greenhouse gas emissions there is likely to be increasing demand for communication services to reduce the need for fuel-intensive travel, or to improve the efficiency of travel. However, there is, of course, a risk that the changing market demand for certain products and services that drive efficiency and reduce emissions will increase the levels of competition that Inmarsat faces. Market risk is included as part of the group-wide risk assessment process.
Reputation	Relevant, always included	Company specific example of risk type and how it is included in risk assessment: Reputation is a key impact that Inmarsat considers for all risks. Reputational risk underpins all risk categories, including climate change-related risks. A positive corporate reputation is critical to maintaining our trusted brand and reputation, as well as the loyalty of our customers. As a result, it is imperative that Inmarsat continues to demonstrate to stakeholders that it is proactively managing environmental risk in order to avoid any possible denigration of our reputation. For example, failure to align our organisational greenhouse gas reporting to the requirements of mandatory emissions reporting for UK large companies could result in non-compliance fines, and follow up action by way of preparation of a revised report. There are also further related risks, including a possible impact to our reputation as a result of any misstatement of GHG information in the public domain, or if our reported emissions should only increase. In recent years Inmarsat has received increased requests for information relating to climate change issues from our investors, customers, and suppliers. When tendering for work, our environmental management is generally an important part of this process. In 2022, we continued our engagement with our external and internal stakeholders including employees, customers, suppliers, and investors on ESG issues. Interviews were organised and surveys sent out to understand the level of stakeholder concern regarding a wide range of sustainability issues. The engagement exercise identified that the environmental impact of space launches was seen as an important issue for both stakeholders and the industry alike. As a result, Inmarsat is currently engaging with satellite launch providers to understand options for reducing the environmental impact. Reputation risk is included as part of the group-wide risk assessment process. Importantly, all risks are assessed in terms of reputational impact on a pre-defined scale.
Acute physical	Relevant, always included	Company specific example of risk type and how it is included in risk assessment: As a leading mobile satellite communications provider, we operate a sophisticated ground network. This is a nexus of data centres and ground stations – also known as satellite access stations (SASs) or land earth stations (LESs) – located at strategic points around the world, which act as traffic gateways connecting customers using the Inmarsat satellites to terrestrial networks. Governments worldwide rely on our satellite communications to support their civil and defence operations. We are also the satellite cornerstone of the Global Maritime Distress and Safety System (GMDSS). Our on-going investment in ground infrastructure ensures that customers enjoy an overall 99.9% availability for our L-band network. A minority of these ground stations are coastal facilities that may be at risk from negative impacts related to extreme weather events such as cyclones and hurricanes. A possible, albeit not felt to be likely at all, risk is that the business might need to either relocate infrastructure to a new area or allocate capital costs to coastal defences, which could imply investment in land, building and construction. For example, Inmarsat has a SAS in Paumalu, Hawaii. The company has recently conducted a risk assessment of each of its locations to assess the impact and probability of natural weather disasters. This desk-based study used latitude and longitude coordinates and natural catastrophe models developed for the insurance industry. Where locations have been identified as having a higher risk of natural disaster, site surveys will be conducted to further refine the risk assessment and to establish risk mitigation plans. Our data centres carry similar risk of damage and service disruption due to extreme weather events. However, our Cloud First strategy is the start of mitigating this risk by moving our legacy infrastructure to Cloud Services Providers reducing the exposure to asset-specific acute physical risk damage.
Chronic physical	Relevant, always included	Company specific example of risk type and how it is included in risk assessment: As a leading mobile satellite communications provider, we operate a sophisticated ground network. This is a nexus of data centres and ground stations – also known as satellite access stations (SASs) or land earth stations (LESs) – located at strategic points around the world, which act as traffic gateways connecting customers using the Inmarsat satellites to terrestrial networks. Governments worldwide rely on our satellite communications to support their civil and defence operations. We are also the satellite cornerstone of the Global Maritime Distress and Safety System (GMDSS). Our on-going investment in ground infrastructure ensures that customers enjoy an overall 99.9% availability for our L-band network. A minority of these ground stations are coastal facilities that may be at risk from negative impacts related to sea-level rise, which is considered a chronic physical, climate-related risk. A possible, albeit not felt to be likely at all, risk is that the business might need to either relocate infrastructure to a new area or allocate capital costs to coastal defences, which could imply investment in land, building and construction. For example, Inmarsat has a SAS in Paumalu, Hawaii, and according to the NOAA, sea level has risen in Hawaii at approximately 1.5 mm/year over the past century. The United States Global Change Research Program has predicted that as a result of sea level rise linked to climate change, infrastructure close to the Hawaiian coast will be vulnerable to coastal inundation, flooding, and shoreline erosion. Over time, this could potentially affect coastal roads and other infrastructure such as Honolulu International Airport, which may impact our Paumalu ground station. This Satellite Access Station is, however, situated solidly above ground.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?
Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier
Risk 1

Where in the value chain does the risk driver occur?
Downstream

Risk type & Primary climate-related risk driver

Market	Other, please specify (Increased Competition)

Primary potential financial impact
Decreased revenues due to reduced demand for products and services

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
Inmarsat recognises that its industry is in a strong position to support various other industries and customers with the transition to a low carbon economy. As governments, corporates and civil society make increasing commitments and efforts to reduce greenhouse gas emissions there is likely to be increasing demand for communication services to reduce the need for fuel-intensive travel, or to improve the efficiency of travel. By helping our customers to improve efficiency through our technology we are supporting the transition to a lower-carbon economy. For example, Inmarsat produced a report with London School of Economics, 'Sky High Economics: Evaluating the Economic Benefits of Connected Airline Operations' which states that the connected aircraft, enabled by satellite communications. By 2040, Iris could enable aviation to make annual savings of 6.5 million tonnes of CO2, equivalent to the carbon emissions of cities like Seville or Florence for a whole year. However, there is a risk that the growing recognition of the need to transition to a low-carbon economy will increase competition for products and services that drive efficiency. We recognise that new entrants with different business plans may disrupt the market and negatively impact our operations if we do not adapt to the changing conditions fast enough. This includes both developing new solutions for the climate transition and supporting our clients as well as maintaining our own ESG credentials as a preferential and trusted supplier and partner to our clients.

Time horizon
Medium-term

Likelihood
Likely

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
43300000

Potential financial impact figure – maximum (currency)
147400000

Explanation of financial impact figure
The potential financial impact of this risk is correlated to the upside opportunity of gaining market share from competitive advantage with ESG Credentials therefore is estimated as a potential uplift to 2022 business revenues (£1,474m) between 1 – 10%.

Cost of response to risk
61500000

Description of response and explanation of cost calculation
To ensure ESG credentials stay market-leading and meet changing customer requirements, we partner with Accenture to understand changing market requirements and best practice across our ESG and climate strategy:
- Direction – set science-based, net zero targets and roadmaps
- Governance – assess climate risk and opportunities in line with TCFD, ensuring effective governance through ESG Steering Group
- Engagement – develop and deliver employee engagement programme
- Data – collect data from sites and operations, calculate GHG emissions determining progress against targets
- Performance – support supplier engagement and internal decarbonisation initiatives
- Reporting – disclose ESG and climate progress in line with TCFD, GRI and GHG in Annual Reports.

To maintain innovative and market-leading approach to technology and communication solutions we invest in research and development for current product and services and new areas of innovation. Customer requirements are constantly being understood and shape our climate change and ESG strategy. Inmarsat set a near-term science-based target to 2030 with the ambition to continue this work to set a long-term science-based target by 2050. UK Government as a significant customer in line with their PPN requirements influenced Inmarsat's Board to commit to Net Zero by 2050 reflecting how changing customer requirement through the procurement process accelerated Inmarsat's net zero commitment.
We have a three year partnership model with Accenture costing £500,000. Investment in 2022 for r&d of new solutions around environment and climate was $61 million.

Case study - Increased wildfires across the globe cause widespread cell failures and power outages. Disruptions to emergency communications are a public safety threat if command and control are unable to communicate with emergency services. Inmarsat offers satellite communications solutions to provide first responder teams with reliable connectivity to public safety networks. Governments require radio users to be interoperable with all other radio users in times of disaster, so crisis-proof communications

use their existing equipment. Inmarsat's communications provide secure and reliable connectivity to public safety networks, during disaster Our Vehicle as a Network solution provides connectivity in vehicles, command centres and ground zero. It's rolling out across 700 Fire Rescue State Emergency vehicles in Australia to increase communication during emergency.

Comment

Identifier
Risk 2

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Chronic physical	Sea level rise

Primary potential financial impact
Increased capital expenditures

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
As a leading mobile satellite communications provider, we operate a sophisticated ground network. This is a nexus of data centres and ground stations – also known as satellite access stations (SASs) or land earth stations (LESs) – located at strategic points around the world, which act as traffic gateways connecting customers using the Inmarsat satellites to terrestrial networks. Governments worldwide rely on our satellite communications to support their civil and defence operations. We are also the satellite cornerstone of the Global Maritime Distress and Safety System (GMDSS). Our on-going investment in ground infrastructure ensures that customers enjoy an overall 99.9% availability for our L-band network.

A small number of our ground stations have been identified as at risk of extreme weather events increased by climate change leading to asset damage, asset loss or service and operational interruption A possible, albeit not felt to be likely under current modelling, risk is that the business might need to either relocate infrastructure to a new area or allocate capital costs to coastal or other physical defences, which could imply investment in land, building and construction. For example, Inmarsat has a Satellite Access Station in Paumalu, Hawaii, and according to the NOAA, sea level has risen in Hawaii at approximately 1.5 mm/year over the past century. The United States Global Change Research Program has predicted that, as a result of sea level rises linked to climate change, infrastructure close to the Hawaiian coast will be vulnerable to coastal inundation, flooding, and shoreline erosion. Over time, this could potentially affect coastal roads and other infrastructure such as Honolulu International Airport, which may impact our Paumalu ground station. This Satellite Access Station is, however, currently solidly above ground.

Time horizon
Long-term

Likelihood
About as likely as not

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
2600000

Potential financial impact figure – maximum (currency)
52500000

Explanation of financial impact figure
We have identified a number of our sites within our overall operational portfolio that carry higher levels of physical risk from climate change given their geographic location and changing climatic trends within these regions. These specific sites examples include:
- Paumalu with exposure to increasing storms and extreme weather risk
- Burum, Netherland with exposure to sea-level rise risk
- Fucino and New Zealand sites at exposure to increasing earthquake risk increased by climatic factors
To calculate our potential exposure to financial impact from asset damage or asset loss due to extreme weather and physical climate risk, we have utilised the asset value of identified sites at risk and estimated a range of 5% to 100% of asset value at risk given the differing levels of physical risk under different climate scenarios.

Cost of response to risk
12000000

Description of response and explanation of cost calculation
Our ground station site selection is informed by due diligence processes that incorporate climatic geographic considerations, enabling us to understand any exposure to current and future hazards. We can then avoid locations where risk may become unmanageable and ensure investments are climate resilient. Inmarsat has business continuity plans in place for key infrastructure to ensure any interruption to services is minimised, data is not lost and crisis management processes minimise asset damage where possible and rebuild with minimal disruption following a physical event. We buy insurance to compensate for financial loss in the event a satellite or ground network element is damaged or lost. These points are business as usual process within the roles of our operational and risk professionals.

Current insurance budget is approximately $12million and covers both asset damage and operational/ service disruption. This is our most effective control to mitigate financial impact.

Disaster recovery exercises are carried out quarterly across all sites to test and rehearse satellite contingencies which are utilised in the event that extreme weather events occur to minimise interruptions and impact. This involves mimicking recovery by moving from one satellite to another. Separate disaster recovery exercises for corporate

operating systems are reviewed annually. An example of our climate impacts in 2022 - New Zealand experienced extreme weather impacting sites, operations and our people. Whilst sites were able to continue operations as usual, our ability to access sites was slower than usual due to road closures in Auckland. Heavy rainfall impacted our equipment causing material disruptions from fading. To date, sustained dual-site rain fades as experienced were very rare and the event was the largest felt by Inmarsat since the start of FX operations. Sites completed multiple response activities such as the migration of Classic Aero from Perth as part of our 5G mitigation efforts. Additionally, using this response Auckland sites were able to be proactive against the Cyclone Gabrielle impacts which occurred after the flooding by transitioning APAC BGAN services to the Paumalu site ahead of the storm impacts. The sites also proactively took antennas out of service to ensure they weren't damaged by high winds(this is called stowing – by pointing vertically, wind loading is reduced which in turn lowers the risk of damage to the structures and drive systems).

Comment

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?
Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier
Opp1

Where in the value chain does the opportunity occur?
Downstream

Opportunity type
Products and services

Primary climate-related opportunity driver
Development of climate adaptation, resilience and insurance risk solutions

Primary potential financial impact
Increased revenues resulting from increased demand for products and services

Company-specific description
Inmarsat considers that shifts in supply and demand for certain commodities, products, and services as a result of climate change generally represent an opportunity. As governments, corporates and civil society make increasing commitments and efforts to reduce greenhouse gas emissions there is likely to be increasing demand for communication services to reduce the need for fuel-intensive travel, or to improve the efficiency of travel. Inmarsat has a public-private partnership with the European Commission and the Single European Sky Air Traffic Management (ATM) Research programme to modernise air traffic and generate less Co2. The Iris Programme, launched by the European Space Agency is a satellite-based communication solution that will relieve the pressure on the ground-based radio frequencies, which are increasingly congested by the use of smartphones in the cabin. Iris uses secure IP connectivity to relieve pressure on congested VHF radio links which are near capacity. Powered by SwiftBroadband-Safety, Iris enables new functionalities such as trajectory-based operations that pinpoint aircraft in four dimensions (latitude, longitude, altitude & time) Through real-time collaboration between pilots, air traffic controllers and airline operation centres, via secure, high bandwidth data links, airlines can avoid holding patterns, calculate the shortest available routes and optimum altitudes, and benefit from continuous climb and descent pathways. This minimises delays, saves fuel and reduces the environmental impact, while also improving airspace usage to ease congestion and accommodate future growth. The efficiency of a flight is dependent on the fuel efficiency of the plane and other criteria, including load factor and flight length. For example, approximately 75% of excess fuel use is due to inefficiencies caused by cruise altitude, speed and weather, while 25% is due to en-route flight extension. One of Iris' greatest benefit is its positive impact on the environment. It is estimated that 5-10% of CO2 emissions generated by flights are avoidable due to outdated aviation infrastructure generating unnecessarily long trajectories and congestion in the air. Through technology, flight paths could be optimised leading to reductions in carbon-intensive jet fuel and emissions, lessening the aviation industry's impact on the environment. The programme continued roll-out in 2022 & the full scope of services will not be available until the latter half of the decade.

Time horizon
Medium-term

Likelihood
Very likely

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
45000000

Potential financial impact figure – maximum (currency)
55000000

Explanation of financial impact figure
Eurocontrol is a pan-European, civil-military organisation dedicated to supporting European aviation. They published a case study on the future datalink technologies of which the Iris Programme is one and they predicted the revenues associated with the pan-european service would be around $25million per year by 2030. Given Inmarsat's market presence, the potential financial impact of this opportunity has been calculated as a potential range of revenue share from 5-10% of the total predicted revenue between 2022 and 2030 which takes into account a year on year revenue potential up to $25m total in 2030 and additional $5m for Inmarsat by 2030 for revenues from

expansion outside of Europe.

Cost to realize opportunity
60000000

Strategy to realize opportunity and explanation of cost calculation
Aviation will be the largest growth driver for Inmarsat through the consistent growth of our core Aviation business and the medium growth potential of emerging IFC Aviation business. Inmarsat led over 30 companies to develop and design Iris, consisting of air navigation service providers, avionics manufacturers, ground industry players etc.

Inmarsat, through partnerships with key organisations like Cobham, Airbus, Honeywell, CGI, has developed satellite network capabilities to carry latest formats Aeronautical Telecommunication Network Open System Interconnection. This enables sharing of richer data allowing Air Traffic Control/Airlines to plan airspace use in real-time for more sustainable flight. This is 4 dimension trajectory based operations, and the future of air traffic management. EUROCONTROL estimates 8-11% improvement in efficiency can be obtained through better air traffic control. Working with terminal manufacturers to develop highly secure terminals, we can also tap into rich data on aircrafts.

$60m can be attributed to associated activities
$5.5m-recloser, oil/gas monitoring of equipment, artificial lift, irrigation pivots
$11.2m-monitoring tank liquid level, location tracking, environmental monitoring for critical infrastructure
$20.3m-precision positioning
$2.7m-weather monitoring, remote tech support
$3.5m-IoT use cases e.g. rail telemetry

COVID-19 severely impacted the aviation industry and flights were delayed. Iris will help economies rebound and support a more sustainable EU aviation industry. EasyJet is the first airline partner of the programme who will evaluate Iris' transformative capabilities on 11 Airbus'. They are fitted with a Light Cockpit Satcom solution integrated with Flight Operations & Maintenance Exchanger developed by Collins/Airbus. The introduction of Descent Profile Optimisation alongside the Continuous Descent Approach on aircraft will deliver fuel, carbon and noise reductions. EasyJet will have the largest fleet of DPO /CDA enabled aircraft in the world- estimated annual carbon emission reduction of 88,600 CO2MT. Iris complements existing initiatives like adjusting single-engine taxiing on arrival/departure, using advanced weather information and flight efficiency partnerships with key stakeholders such as Airbus and Collins. It supports airspace modernisation which is crucial for the industry as it is the most achievable source of carbon reductions as direct flight paths lead to shorter flying times.

Comment

Identifier
Opp2

Where in the value chain does the opportunity occur?
Downstream

Opportunity type
Products and services

Primary climate-related opportunity driver
Development of climate adaptation, resilience and insurance risk solutions

Primary potential financial impact
Increased revenues resulting from increased demand for products and services

Company-specific description
According to the IPCC's Fifth Assessment Report, in areas across the world that will likely experience decreases in precipitation (most subtropical and mid-latitude regions), precipitation intensity is projected to increase but there would be longer periods between rainfall events. Furthermore, inter-annual variability of the Asian monsoon is also projected to increase. These changes in both mean precipitation and patterns of precipitation will mean that both seafarers (and airlines) will require more advanced connectivity to enable real-time weather information for optimal route planning, as well as reliable communications in any weather driving the need for Inmarsat's services even more. Inmarsat has a highly resilient global network and the opportunity that arises from this situation is that we will be able to provide these services to a greater number of potential customers. These customers will benefit from more efficient operations and improved safety in the face of increased severity and frequency of physical climate impacts.

NASA is investing in critical technologies that will increase reliable communications capabilities and transform its mission technology. This effort envisions systematically migrating near-Earth missions from communications and navigation services provided by government owned networks to commercial networks. NASA sees next generation space-based communications networks as mission-essential services for future human and robotic missions. In April 2022, Inmarsat Government announced its new partnership with NASA on its Communications Services Project, which stands as validation of the approach towards more broadly leveraging commercial capabilities for mission critical requirements. Working together we will demonstrate a variety of space-based applications, enabled by Inmarsat's ELERA worldwide L-band network, which will include capabilities for Launch Support, Launch and Operations Phase, Low Data Rate Routine Missions and Contingency Mission Operations communications.

Time horizon
Medium-term

Likelihood
Likely

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
51500000

Potential financial impact figure – maximum (currency)
515000000

Explanation of financial impact figure
The potential financial impact of the realisation of this opportunity is estimated as a potential uplift to maritime revenues between 1 – 10% ($51,500,000 - $515,000,000). Maritime has returned to growth with
revenue increasing by 1.9% to $515.5m. This increase reflects continued strong growth of Fleet Xpress (“FX”) exceeding the decline of FleetBroadband (“FB”), legacy product price increases, and
higher terminal sales. FX vessels increased by 15% (11,800 to 13,600), FX average revenue per unit (“ARPU”) increased by 1% ($1,850 to $1,870), following higher retail mix and increased
value-added services. FB vessels decreased by 15% (22,200 to 18,900) as customers migrated to FX and other third party Very Small Aperture Terminals (“VSAT”) services. FB ARPU declined 7%
($605 to $560) as migrations remained skewed to the higher value customers

Cost to realize opportunity
43200000

Strategy to realize opportunity and explanation of cost calculation
Inmarsat's maritime business represents over 40% of annual mobile satellite services revenues. We plan to continue to build on 35+ years of heritage in maritime safety services with an approach that will bring the world’s most reliable safety systems into the heart of the ‘smart ship’. The strategy is to continue with our strong product and service pipeline and develop innovative services, to expand our leadership in maritime communications and uncover new opportunities. Within our Brand Survey of 181 satcom decision makers, we found that brand reputation is an important purchase driver, with a mean score of 4.2 out of 5. Survey respondents agreed that Inmarsat “is well equipped to meet needs in the future” and “is a good corporate citizen”. With increasing awareness of environmental concerns we expect green credentials to be a consideration whether customers consider us a good corporation citizen.

Case study: New opportunities outside of maritime have been uncovered to expand leadership position in technology and communication. Increased wildfires across the globe cause widespread cell failures and power outages. Disruptions to emergency communications are a public safety threat if command and control are unable to communicate with emergency services. Inmarsat offers satellite communications solutions to provide first responder teams with reliable connectivity to public safety networks. Governments require radio users to be interoperable with all other radio users in times of disaster, so crisis-proof communications use their existing equipment. Inmarsat’s communications provide secure and reliable connectivity to public safety networks, during disaster Our Vehicle as a Network solution provides connectivity in vehicles, command centres and ground zero. It's rolling out across 700 Fire Rescue State Emergency vehicles in Australia to increase communication during emergency.

Comment

C3. Business Strategy

C3.1

(C3.1) Does your organization’s strategy include a climate transition plan that aligns with a 1.5°C world?

Row 1

Climate transition plan
No, but our strategy has been influenced by climate-related risks and opportunities, and we are developing a climate transition plan within two years

Publicly available climate transition plan
<Not Applicable>

Mechanism by which feedback is collected from shareholders on your climate transition plan
<Not Applicable>

Description of feedback mechanism
<Not Applicable>

Frequency of feedback collection
<Not Applicable>

Attach any relevant documents which detail your climate transition plan (optional)
<Not Applicable>

Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world and any plans to develop one in the future
Inmarsat has a thorough environmental strategy including science-based targets (near-term target) covering 100% of its Scope 1, 2 and 3 emissions with a clear roadmap to achieve the targets and assigned ownership of individual workstreams to various people across the business, including the VP of Procurement, Global Travel Manager, Global Facilities Manager, Deputy Company Secretary, VP of Legal Affairs and VP of Satellite Operations. Inmarsat’s Scope 1&2 target is aligned to 1.5C and Scope 3 target is aligned to well-below 2C. In 2022, the Inmarsat Board of directors approved a net zero target aligned to the new SBTi criteria (a long-term science-based target). This has not been validated due to the Viasat acquisition completing ahead of the SBTi validation date.
Similarly, with Accenture, Inmarsat will continue its TCFD work to review the effectiveness, completeness and appropriateness of controls in place to mitigate climate risks and capture climate opportunities. In line with the updates to the Risk Management Framework and emerging risks register at Inmarsat, embedding climate risk management will continue.
Given the recent acquisition by Viasat, Inmarsat has paused its initial work to develop a transition plan and is focusing on collaborating with the Viasat organisation to review targets, climate risks and from there we will create a joint transition plan for publication within two years.

Explain why climate-related risks and opportunities have not influenced your strategy
<Not Applicable>

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	Yes, qualitative, but we plan to add quantitative in the next two years	<Not Applicable>	<Not Applicable>

C3.2a

(C3.2a) Provide details of your organization's use of climate-related scenario analysis.

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios: Customized publicly available transition scenario	Company-wide	1.5ºC	Bank of England scenarios utilised – Early policy action: smooth transition Early decisive action by society to reduce global emissions •Coordinated policy action towards low-carbon economy •Actions sufficient to limit global warming well-below 2°C in line with the Paris Agreement, with most economies reaching net zero by 2050 Risk trends assessed over all three time horizons; short, medium and long
Transition scenarios: Customized publicly available transition scenario	Company-wide	1.6ºC – 2ºC	Bank of England scenarios utilised – Late policy action: disruptive transition Delay in the policy response needed to reduce global emissions by 10 years. •Starting in 2031, significant and rapid policy action causes drastic bending of emissions trajectory globally. •Ultimately, global warming is limited to below 2°C •Risks will tend to arise more quickly given late, sudden actions Risk trends assessed over all three time horizons; short, medium and long
Transition scenarios: Customized publicly available transition scenario	Company-wide	3.1ºC - 4ºC	Bank of England scenarios utilised – No policy action: Business as usual Governments fail to introduce further policies to address climate change beyond those already known and in place •Global temperatures increase above 3°C by 2050 Risk trends assessed over all three time horizons; short, medium and long
Physical climate scenarios: RCP 2.6	Company-wide	<Not Applicable>	We reviewed the locations of our sites and networks to determine the sites with physical risks imposed to sites under RCP 2.6 utilising the IPCC dataset. We particularly reviewed: - Sea level rise trends - Flood trends - Storms trends Risk trends assessed over all three time horizons; short, medium and long
Physical climate scenarios: RCP 4.5	Company-wide	<Not Applicable>	We reviewed the locations of our sites and networks to determine the sites with potential physical risks imposed to sites under RCP 4.5 utilising the IPCC dataset. We particularly reviewed: - Sea level rise trends - Flood trends - Storms trends Risk trends assessed over all three time horizons; short, medium and long
Physical climate scenarios: RCP 8.5	Company-wide	<Not Applicable>	We reviewed the locations of our sites and networks to determine the sites with potential potential physical risks imposed to sites under RCP 8.5 utilising the IPCC dataset. We particularly reviewed: - Sea level rise trends - Flood trends - Storms trends Risk trends assessed over all three time horizons; short, medium and long

C3.2b

(C3.2b) Provide details of the focal questions your organization seeks to address by using climate-related scenario analysis, and summarize the results with respect to these questions.

Row 1

Focal questions

1. What are the material risks and opportunities posed to Inmarsat under each climate scenario?
2. What time horizon do the risks and opportunities arise in each scenario?
3. What are the driving variables of the changes in risk and opportunities trends that Inmarsat needs to monitor?
4. What are Inmarsat doing in response to these risks?

Results of the climate-related scenario analysis with respect to the focal questions

Climate-related scenarios allow Inmarsat to understand how physical/transition risks/opportunities of climate change impact the business/long term growth ambition. We considered the range of Bank of England scenarios; 1. Early policy action: smooth transition outlining the transition narrative and physical scenario aligned to 1.5C and RCP2.6

2. Late policy action: disruptive transition outlining the transition narrative and physical scenario aligned to well-below 2C and RCP4.5
3. No policy action: business as usual outlining the transition narrative and physical scenario aligned to above 3C and RCP8.5.

Material transitional risks in smooth &disruptive transition are increasing carbon costs from emerging regulation, regulation of launches, environmental impacts in space, loss of market share to competitors with better ESG credentials. In the short term, regulations emerge quicker for European operations followed by ASPAC, MEA & US operations in the medium term. This year risk increases in likelihood due to acquisition by Viasat given expansion into new regions and increased company size. Inmarsat's opportunities focus on efficiency of energy of products &services and enhanced flight paths. We listed drivers to monitor changing likelihood of transition risks like emerging space regulation on operations/launches including environmental&carbon clauses monitored by Legal&Compliance teams, Satellite operations&CTO teams. Changing demand for certain products&services is monitored via Brand Survey capturing customer ESGinsights. In response to risks, Inmarsat set ambitious climate targets. Progress is monitored under workstreams led by Global Facilities Manager with KPIs on energy efficiency, removal of gas & movement to renewables. Sc3 is managed through changing procurement policies&engaging with suppliers. We tendered for an expansion of sustainability services including a quarterly data programme to monitor progress towards SBTs and a dedicated supplier engagement programme ensuring resilience for regulation changes with internal structures established & engagement with trade association to shape emerging regulation. We reviewed effectiveness of controls in place and further assessment of risk appetite concluding we have sufficient controls but continue to monitor changes and respond. Results will be supplemented by future quantitative work. Material physical risks are increased extreme weather events&floods. Key geographies impacted include Netherlands, Italy, Hawaii & impacts of physical risks were felt at New Zealand sites. We have mitigating actions to protect assets & divert communication traffic via other locations to ensure connectivity is not impacted. There are monitoring controls across sites to minimise impact on operations/assets, such as business continuity plans ®ular testing. Material physical opportunities are increased demand for connectivity from seafarers & airlines due to extreme weather impacting navigation&connectivity.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	Description of the strategy and time horizons: Inmarsat provides products and services that allow organisations to become more efficient and to improve safety or response during weather-related incidents. Climate change has driven the demand for both of these services. To ensure that our product offering remains relevant to our customers, we have been investing in product development and are reviewing market opportunities, for example, IoT, to create new business streams. The magnitude of this opportunity is high and is expected to grow in the medium to long-term. Case study: The worrying increase of wildfires across the globe has also led to widespread radio and cell tower failures and power outages. These disruptions to emergency communications are a public safety threat, with Command and Control centres unable to communicate with firefighters, ambulance staff and police officers – resulting in a devastating community impact and loss of life. Governments require their Push-To-Talk (PTT) radio users to be fully interoperable with all other radio users in times of disaster. Inmarsat's satellite communications give first responder teams the secure and reliable connectivity to public safety networks. Our Vehicle as a Network (VAAN) solution, which provides always-on connectivity in vehicles, command centres and at ground zero, is currently being rolled out across over 700 Fire Rescue New South Wales (FRNSW) and State Emergency Services (NSW SES) vehicles in Australia. Each vehicle will be equipped with a Cobham SATCOM Explorer terminal, which operates over our 99.9% reliable ELERA satellite network.
Supply chain and/or value chain	Yes	As the material part of our emissions footprint and in line with our Scope 3 science-based target, engagement with our supply chain and partners within our value chain is critical. Additionally, in line with our climate transition plan, collaborating and innovating with our suppliers and partners with ensure the sector is able to transition to net zero but also support the global transition through its products and services. We have engaged with our launch providers to understand the climate impact of our launches and we quantified the carbon footprint of a launch. In addition, we have engaged with our critical suppliers (product manufacturers, satellite manufacturers and launch service providers) on initiatives to reduce the emissions footprints of the goods and services provided. In addition to the targeted supplier engagement programme, we conduct an annual materiality assessment which includes an engagement survey with key internal and external stakeholders, this includes our supply chain and value chain stakeholders. These survey support us to understand concern regarding a wide range of ESG issues and helps us to stay abreast of any changing expectations and sentiments from our partners. Case study: As published, Inmarsat completed the worlds first carbon neutral launch. This was a strategic business decision taken by the Executive and Board to offset the impacts of our latest satellite launch due to the environment impact a key activity of our business has and the unavoidable emissions pertaining to it. Alongside our strategy to engage with providers and suppliers to reduce launch emissions such as launch vehicle reusability and changes to launch fuels to less hazardous and emitting fuels, we collaborated with the industry to make our carbon neutral launch a reality and collaborate with other partners to do the same alongside Inmarsat's commitment to ensure all future launches are neutralised. Additionally, our procurement strategy has been heavily influenced this year with the Board approval of a new sustainability procurement strategy, including new clauses in all future contracts, requirements for suppliers to set science-based targets and provide regular emissions datasets to track performance.
Investment in R&D	Yes	In 2022, Inmarsat published its landmark Sustainability Report, calling for urgent coordinated action by regulators, governments and the industry to ensure space is protected for generations to come. Beyond our industry, Inmarsat sought to answer the question 'Can space help save the planet?', using first-of-its-kind data to realize the vast decarbonization opportunity within the space sector. Inmarsat provides products and services that allow organisations to become more efficient and to improve safety during weather-related incidents. Climate change has driven the demand for both of these services. To ensure that our product offering remains relevant to our customers, we have been investing in product development and R&D. We are reviewing market opportunities, for example IoT and Big Data, to create new business streams through R&D. The magnitude of this opportunity is high and is expected to grow over the medium to long-term. Case study: Inmarsat continues to recognize the need for R&D in sustainability in space and to support this, in 2022, Inmarsat conducted research and published its landmark Sustainability Report, calling for urgent coordinated action by regulators, governments and the industry to ensure space is protected for generations to come. Beyond our industry, Inmarsat sought to answer the question 'Can space help save the planet?', using first-of-its-kind data to realize the vast decarbonization opportunity within the space sector.
Operations	Yes	Description of the strategy and time horizons: Inmarsat has set science-based emissions reduction targets covering Scope 1 and 2 and Scope 3 which have been validated by the SBTi. An environmental strategy and ESG Steering Group have been set up to ensure a clear plan for achievement is understood and followed. This includes the purchase of renewables and investment in energy efficient equipment for our Scope 1 and 2 roadmap and focus on supplier engagement, creating a new sustainable procurement policy and collaborating with our partners/ suppliers for reducing the carbon lifecycle of our products, satellites and launches. From a reputational perspective (i.e. the risk of being perceived as not improving the efficiency of our operations and reducing our fair share of emissions or failing to meet our targets) the magnitude of impact is medium, over the medium-term. Whilst our direct operations are not fossil-fuel intensive, there is increasing investor demand for organisations to reduce emissions in line with a 2°C scenario minimum. Therefore, there is a reputational opportunity associated with reducing in line with our fair share. Case study: As we work towards our board approved net zero target by 2050, Inmarsat is looking to improve the sustainability of our offices. Ahead of the move to our new London Headquarters at 50 Finsbury Square in 2024, we have undertaken a major refurbishment of the 121,800 square foot site to ensure the building is as sustainable as possible. We aim to achieve 'Excellent' accreditation from Building Research Establishment Environmental Assessment Method (BREEAM) for the base-build and fit-out of our new offices. The building will use rainwater for toilet flushing and be powered by renewable energy. In addition, a Demand Logic System incorporated into our Building Management System (BMS) will monitor and improve energy performance, identify cost savings and carbon emissions reductions. As part of the refurbishment, we are reusing and recycling existing furniture to achieve a near 100% avoidance of landfill. More than half of our furniture will be moved to the new site, with remaining items reused either at different sites or by third parties.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Capital expenditures Capital allocation Acquisitions and divestments	Revenues: Inmarsat provides products and services that allow organisations to become (a) more efficient, (b) to improve safety and communications during weather-related incidents and (c) use our products and services such as satellite data and our internet of things (IoT) to support the climate transition and other innovations. Climate change is driving the demand for all of these services, and therefore increasing revenue. As this is the heart of our business and connects to our purpose of 'connecting the world for good', the magnitude of this impact is envisaged to be medium-high and is assessed to be an opportunity over the short, medium and long-term as demand accelerates in the future. Continuing assessments like this may enable us to quantify the increasing market opportunity for our services and therefore make assessments about the potential magnitude of impact. An example of our expansion of products with a client this year was with RWE who is one of the world's leading renewable energy companies and Wales' largest electricity generator. Using our specialist satellite and IoT technology, RWE is now able to monitor hydrology stations at 15minute intervals to generate power most efficiently by collecting as much water as possible into leats and waterways, to then flow into the lakes and reservoirs. Similarly, another example is the utilising our ultra-reliable Internet of Things (IoT) solution, BGAN M2M, the National Institute of Water and Atmospheric Research (NIWA) supported Tonga Meteorological Service (TMS) to install a network of reliable, robust, automated weather and sea level monitoring stations. These can maintain consistent connectivity, even in the most extreme circumstances, including the tsunami triggered by the eruption of the Hunga Tonga–Hunga Ha'apai volcano in the Tongan archipelago in January 2022. Direct Costs: Climate change regulation has increased our operating costs as we have increased wages and consultancy fees associated with compliance. However, at the same time, legislation which requires us to measure and report our energy use has driven energy and carbon efficiency behaviours and therefore cost savings. For example, we are implementing a new solution to utilise information and trend analysis from the building management system (BMS) on site at our St Johns site to highlight improvements actions to drive energy efficiency, emissions reductions and cost savings. The magnitude of impact is low-medium, whilst the time horizon is short to long-term. Capital Expenditures: We continue to plan for capital expenditures across our site locations to improve energy efficiency, reduce emissions and gain cost savings. For example, we invested in our London office location at Finsbury Square to undertake major refurbishment to ensure it meets high sustainability standards including BREEAM Excellent certification. We also continue implement other projects across our portfolio to improve energy efficiency, recycling, waste consumption and water usage. Key projects in 2022 included the roll out dual flush savers reducing flush water usage by up to 6litres and e-waste recycling schemes at our offices. The magnitude of the impact is low-medium, whilst the time horizon is short to long-term as other refurbishment will undoubtedly have to take place elsewhere in the future. Acquisitions and divestments: Whilst this did not occur within the reporting period covered by CDP, it is a material acquisition change that Inmarsat has completed the acquisition transaction with Viasat. Inmarsat is currently undertaking discussions internally to ensure the climate strategy remains ambitious and industry leading with the merger of the organisations and that the requirements to update targets and emissions footprints are undertaken. For the period covered by this submission, Inmarsat continued to report annually to its (previous) owner (APAX Partners) on a range of ESG metrics to demonstrate leadership and progress. Any variances are queried by owners and detailed explanations are required to be given by Inmarsat. This requires further focus on driving action internally to demonstrate externally. The magnitude of this impact is low-medium as Apax does not yet enforce minimum targets or progress thresholds on Inmarsat but regular engagement and dialogue is required. The time horizon is short term. Capital allocation: Inmarsat considers sustainability and climate impacts when making capital investment and allocation decisions. This includes future business planning and ventures given the potential impacts on our decarbonisation roadmap and achievement of our science-based targets. An example of this consideration in the reporting period included the considerations of deploying a new low earth orbit (LEO) constellation as a sole pursuit or whether Inmarsat can become a major investor in a partner who is already launching a similar fleet. Key sustainability considerations in this ongoing decision making process include the emissions footprint of satellite builds and launches as well as the environmental impacts of overcrowding and space debris in orbit.

C3.5

(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	No, but we plan to in the next two years	<Not Applicable>

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?

Absolute target

C4.1a

(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.

Target reference number

Abs 1

Is this a science-based target?

Yes, and this target has been approved by the Science Based Targets initiative

Target ambition

1.5°C aligned

Year target was set

2021

Target coverage
Company-wide

Scope(s)
Scope 1
Scope 2

Scope 2 accounting method
Market-based

Scope 3 category(ies)
<Not Applicable>

Base year
2019

Base year Scope 1 emissions covered by target (metric tons CO2e)
1528.36

Base year Scope 2 emissions covered by target (metric tons CO2e)
7952.6

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target (metric tons CO2e)
<Not Applicable>

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
9480.96

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
100

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
100

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)
<Not Applicable>

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes
100

Target year
2030

Targeted reduction from base year (%)
64

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
3413.1456

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
902

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
8974

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
9876

Does this target cover any land-related emissions?
No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]
-6.51041666666668

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
Our near-term SBT was validated by the Science Based Targets Initiative (SBTi) in 2022. This commits us to reducing absolute Scope 1 and 2 emissions by 64% by 2030 from a 2019 base year. We have also set a long-term SBT, subject to validation. This target was approved by our Board late 2022 and validation was expected in 2023. However, before validation took place, the acquisition of Inmarsat by Viasat completed. Under SBTi guidance, targets are to be set at group level. Inmarsat and Viasat are now working together to formalise a new strategy.

Our scope 1 and 2 target encompasses the use of energy (gas, electricity, fuels, refrigerants) within our offices, warehouses, manufacturing sites and land earth stations.

Plan for achieving target, and progress made to the end of the reporting year
In 2022, our total energy consumption was 36,134 MWh which marks a 4% decrease in consumption compared to 2021. Our target of a 64% absolute reduction in these emissions is more ambitious than a target which would align to a 1.5°C reduction trajectory (46.2% by 2030), demonstrating our ambition to be a climate leader within the industry. We plan to achieve this target by introducing several measures: firstly, we are working to procure as much of our office electricity from renewable sources as possible. This is already underway, with the amount of electricity procured from renewable sources increasing from 24% to 25% in 2022, due in large part to our Houston site's share increasing from 6% to 100% renewable energy. During the year, we also procured 100% renewable electricity contracts at our office in London (UK), Rotterdam (the Netherlands), Houston (U.S.) and the Hague (the Netherlands), while 99.7% of energy used by our Alesund (Norway) operations now comes from renewable sources. St John's (Canada) has reached 76% renewable energy, while Sydney (Australia) and Batam (Indonesia) are looking to increase the proportion of renewables in their energy mix over the next reporting year, which will further contribute to our target. In addition, we plan to manage energy usage through a building management system (BMS) at our St John's office and are investigating the feasibility of introducing these at other offices as well.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

Target reference number
Abs 2

Is this a science-based target?
Yes, and this target has been approved by the Science Based Targets initiative

Target ambition
Well-below 2°C aligned

Year target was set
2021

Target coverage
Company-wide

Scope(s)
Scope 3

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
Category 1: Purchased goods and services
Category 2: Capital goods
Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)
Category 4: Upstream transportation and distribution
Category 5: Waste generated in operations
Category 6: Business travel
Category 7: Employee commuting
Category 8: Upstream leased assets
Category 11: Use of sold products
Category 12: End-of-life treatment of sold products

Base year
2019

Base year Scope 1 emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 2 emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)
98906

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)
13561

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)
3119

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)
2038

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)
78

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)
10660

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)
1536

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)
2433

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)
117

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)
5

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target (metric tons CO2e)
132474

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
132474

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
<Not Applicable>

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
<Not Applicable>

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)
100

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)
100

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
100

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)
100

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)
100

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)
100

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)
100

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)
100

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)
100

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)
100

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)
100

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes
100

Target year
2030

Targeted reduction from base year (%)
28

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
95381.28

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)
62612

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)
7178

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)
2047

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
163

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)
2

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)
3667

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)
1308

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)
142

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)
1130

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)
78257

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
78257

Does this target cover any land-related emissions?
No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]
146.166147966501

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
Inmarsat's Scope 3 footprint includes emissions from procurement of goods, services and capital goods; business travel, launches, logistics, product-related emissions and employee commuting. Our scope 3 target is a well-below two degrees-aligned target of 28% reduction by 2030 from a 2019 baseline. Given the level of control Inmarsat has over our major emissions hotspots, a well-below 2°C target is feasible whereas ambitious reductions to meet 1.5°C are currently modelled as less feasible.

Plan for achieving target, and progress made to the end of the reporting year
Procurement-related emissions make up 89% of Inmarsat's Scope 3 footprint, therefore our efforts focus on reducing carbon within the supply chain. The roadmap to achieve the Scope 3 target has been developed and reviewed by the relevant workstream leads. Inmarsat has significantly reduced their Capital Goods emissions since 2021 (12,148 vs 7,178) - this is due to decreased spend on capital goods, and in upstream leased assets due to the absence of satellite launches in the period. FERA, Upstream transport and distribution, waste, use of sold goods and end of life treatment of products have also reduced since 2021. We also saw a lower level of product sales and therefore the emissions related to our products such as procurement, logistics, product energy use and disposal of products decreased from previous years. At our current London Headquarters in City Road, we operate a full recycling programme (card, plastic, paper, glass) along with food waste bins and electrical and electronic equipment waste. Our general waste is turned into Refuse Derived Fuel (RDF) and used as fuel pellets, thereby putting energy back into the grid. Food waste from our kitchen and café is composted and cooking oils are recycled or converted to biofuels. We also operate recycling programmes at our locations in The Hague (the Netherlands), Rotterdam (the Netherlands), Sydney (Australia), Morayfield (Australia), Singapore and Alesund (Norway). During 2022, our Sustainability Committee led the development of a carbon neutralisation programme designed to offset the emissions from the I-6 F2 satellite build and launch.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?
Net-zero target(s)

C4.2c

(C4.2c) Provide details of your net-zero target(s).

Target reference number
NZ1

Target coverage
Company-wide

Absolute/intensity emission target(s) linked to this net-zero target
Abs1
Abs2

Target year for achieving net zero
2050

Is this a science-based target?
Yes, we consider this a science-based target, and we have committed to seek validation of this target by the Science Based Targets initiative in the next two years

Please explain target coverage and identify any exclusions
We have set a Net Zero by 2050 target which is underpinned by our Scope 1&2 and scope 3 science-based target (Abs1 & Abs2). This covers all our GHG emissions, the same boundary of the SBTs.

Do you intend to neutralize any unabated emissions with permanent carbon removals at the target year?
Yes

Planned milestones and/or near-term investments for neutralization at target year
Using the SBTi's Corporate Net Zero Standard, we engaged with teams from Procurement, Risk and Global Management to determine our pathway to net zero. Achieving this net-zero target will require us to: reduce our Scope 1, 2 and 3 GHG emissions by 90% by 2050 from a 2019 base year and neutralise the residual emissions (10%) annually from 2050.

In addition to the decarbonisation plan, Inmarsat has also committed to neutralising the impacts of its satellite launches from its 2022 launch to all future launches given these are hard to abate emissions. Inmarsat continues to firstly decarbonise however is investigate new partnerships with neutralisation partners ahead of the neutralisation in the target year.

As we work towards our net zero target by 2050, Inmarsat is looking to improve the sustainability of our offices. Ahead of the move to our new London Headquarters at 50 Finsbury Square in 2024, we have undertaken a major refurbishment of the 121,800 square foot site to ensure the building is as sustainable as possible. We aim to achieve 'Excellent' accreditation from Building Research Establishment Environmental Assessment Method (BREEAM) for the base-build and fit-out of our new offices. The building will use rainwater for toilet flushing and be powered by renewable energy. In addition, a Demand Logic System incorporated into our Building Management System (BMS) will monitor and improve energy performance, identify cost savings and carbon emissions reductions. As part of the refurbishment, we are reusing and recycling existing furniture to achieve a near 100% avoidance of landfill. More than half of our furniture will be moved to the new site, with remaining items reused either at different sites or by third parties.

Planned actions to mitigate emissions beyond your value chain (optional)
Through our procurement team, we have now included a mandatory clause in all our new supplier contracts requiring successful bidders to contribute 1% of the contract value to the Ecologi scheme which is a B Corp that funds the planting of trees. This commitment is over and above our science-based targets and these avoided emissions are not included towards our targets.

C4.3

(C4.3) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.
Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	2	132.62
To be implemented*	0	
Implementation commenced*	2	8424.11
Implemented*	8	561.1
Not to be implemented	0	

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Transportation	Business travel policy

Estimated annual CO2e savings (metric tonnes CO2e)
176.43

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 3 category 6: Business travel

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)

Investment required (unit currency – as specified in C0.4)
0

Payback period
<1 year

Estimated lifetime of the initiative
Ongoing

Comment
Implementation of travel framework and changes to travel policy regarding flight classes, hotel supplier preferences and switch changes to land travel

---

Initiative category & Initiative type

Low-carbon energy consumption	Low-carbon electricity mix

Estimated annual CO2e savings (metric tonnes CO2e)
132.62

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (market-based)

Voluntary/Mandatory
Please select

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
0

Payback period
No payback

Estimated lifetime of the initiative
3-5 years

Comment
Sydney is investigating a switch to a renewable energy contract

---

Initiative category & Initiative type

Low-carbon energy consumption	Low-carbon electricity mix

Estimated annual CO2e savings (metric tonnes CO2e)
246.22

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (market-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
0

Payback period
No payback

Estimated lifetime of the initiative
3-5 years

Comment
St Johns switched to a renewable energy contract (76% renewable fuel mix)

Initiative category & Initiative type

Fugitive emissions reductions	Carbon capture and storage/utilization (CCS/U)

Estimated annual CO2e savings (metric tonnes CO2e)

0

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 3: Other (downstream)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
5000000

Payback period
No payback

Estimated lifetime of the initiative
Ongoing

Comment
Preliminary discussions with Drax regarding partnership on investment in long-term offsetting projects for carbon capture in line with net zero targets

---

Initiative category & Initiative type

Energy efficiency in buildings	Lighting

Estimated annual CO2e savings (metric tonnes CO2e)
90.62

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (location-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
10000

Investment required (unit currency – as specified in C0.4)
14000

Payback period
1-3 years

Estimated lifetime of the initiative
6-10 years

Comment
Upgrade lighting to LED fixture so that approximately 98% of our lighting in Singapore is LED.

Initiative category & Initiative type

Company policy or behavioral change	Waste management

Estimated annual CO2e savings (metric tonnes CO2e)
0.02

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 3 category 5: Waste generated in operations

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
0

Payback period
<1 year

Estimated lifetime of the initiative
6-10 years

Comment
Implementation of Singapore recycling scheme to replace previous all landfill waste disposal

---

Initiative category & Initiative type

Company policy or behavioral change	Resource efficiency

Estimated annual CO2e savings (metric tonnes CO2e)

0

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 3 category 5: Waste generated in operations

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
0

Payback period
<1 year

Estimated lifetime of the initiative
1-2 years

Comment
Achieved a water efficiency certificate in Singapore office

Initiative category & Initiative type

Company policy or behavioral change	Resource efficiency

Estimated annual CO2e savings (metric tonnes CO2e)
3.9

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 3 category 5: Waste generated in operations

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
1000

Investment required (unit currency – as specified in C0.4)
5000

Payback period
<1 year

Estimated lifetime of the initiative
6-10 years

Comment
Installed dual flush toilets to reduce water consumption and increase efficiency across the London, Alesund, Hague, Rotterdam, Houston and Singapore offices

---

Initiative category & Initiative type

Company policy or behavioral change	Customer engagement

Estimated annual CO2e savings (metric tonnes CO2e)
0

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 3: Other (downstream)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
0

Payback period
<1 year

Estimated lifetime of the initiative
Ongoing

Comment
Commitment to net zero and carbon reduction plan commitment as part of the UK Government's PPN requirement. Payback seen in form of winning customer contracts

---

Initiative category & Initiative type

Company policy or behavioral change	Supplier engagement

Estimated annual CO2e savings (metric tonnes CO2e)

8424.11

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 3 category 1: Purchased goods & services

Voluntary/Mandatory
Please select

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
0

Payback period
1-3 years

Estimated lifetime of the initiative
Ongoing

Comment
Procurement policy and engagement with top suppliers which returns in emissions reduction rather than monetary savings

Initiative category & Initiative type

Company policy or behavioral change	Change in purchasing practices

Estimated annual CO2e savings (metric tonnes CO2e)
0

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 3 category 1: Purchased goods & services

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
0

Payback period
1-3 years

Estimated lifetime of the initiative
Ongoing

Comment
Sustainability weighting of 10-15% in all procurement decisions implemented in 2022, this avoids additional emissions in the procurement category and select suppliers for ongoing reductions in footprint the procurement decision making criteria is weighted towards selecting suppliers with SBTs and a carbon reduction plan (see Engagement module for further information)

Initiative category & Initiative type

Low-carbon energy consumption	Low-carbon electricity mix

Estimated annual CO2e savings (metric tonnes CO2e)
43.9

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (market-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)

Investment required (unit currency – as specified in C0.4)

Payback period
No payback

Estimated lifetime of the initiative
3-5 years

Comment
Houston switched from 6% renewable electricity contract to 100%.

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Compliance with regulatory requirements/standards	Inmarsat continues to build on and improve the scope and quality of data on energy consumption in order to comply with environmental reporting requirements, such as SECR, ESOS and SBTi. These help to identify emissions reduction opportunities and also provide the associated investment required. This drives investment into emissions reduction activities as it is clear to see the cost/benefit analysis of investing in emissions reduction. Our near-term SBT was validated by the Science Based Targets Initiative (SBTi) in 2022. This commits us to reducing absolute Scope 1 and 2 emissions by 64% and Scope 3 by 28% by 2030 from a 2019 base year. We have also set a long-term SBT, subject to validation. This target was approved by our Board late 2022 and validation is expected in 2023.
Dedicated budget for energy efficiency	Inmarsat's Global Facilities Manager has day-to-day responsibility for driving energy management practices across the group. To support this there is a dedicated budget for investment in energy efficiency.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products?

No

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?

No

C5.1a

(C5.1a) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

Row 1

Has there been a structural change?

No

Name of organization(s) acquired, divested from, or merged with

<Not Applicable>

Details of structural change(s), including completion dates

<Not Applicable>

C5.1b

(C5.1b) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	No, but we have discovered significant errors in our previous response(s)	<Not Applicable>

C5.1c

(C5.1c) Have your organization's base year emissions and past years' emissions been recalculated as a result of any changes or errors reported in C5.1a and/or C5.1b?

	Base year recalculation	Scope(s) recalculated	Base year emissions recalculation policy, including significance threshold	Past years' recalculation
Row 1	Yes	Scope 3	Purchased goods and services emissions were restated for 2019 (originally 265,220 tCO2e, restated as 98,906) and 2020 (originally 210,774, restated as 57,302). This is due to errors being found (incorrect emission factor applied to calculate emissions from the make of maritime terminals) which led to the recalculations. An error in accounting for the crediting of included spend found during the 2022 verification meant that 2021 emissions were restated (originally 67,984, restated as 61,306) along with capital goods (originally 13,105, restated as 7,178). We are undertaking a programme to engage with suppliers and improve data quality by moving away from spend based emissions factors where possible. Upstream transport and distribution for 2021 was restated (originally 39,226 tCO2e, restated as 176) to account for an error overestimating the tonne-kilometres of air freight. We are undertaking a programme to engage with suppliers and receive data that requires less manual manipulation. This was considered a significant change in the data. Employee commuting (incl. homeworking) for 2021 was restated (originally 2,216 tCO2e, restated as 1,255) to account for an error over inflating the footprint of homeworkers. In 2022, the data quality has improved, with a greater ability to recognise hybrid working in the estimation. This was considered a significant change to the data. A 5% significance threshold was used for the recalculations.	Yes

C5.2

(C5.2) Provide your base year and base year emissions.

Scope 1

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
1528

Comment

Scope 2 (location-based)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
12759

Comment

Scope 2 (market-based)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
7953

Comment

Scope 3 category 1: Purchased goods and services

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
98906

Comment

Scope 3 category 2: Capital goods

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
13561

Comment

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
3119

Comment

Scope 3 category 4: Upstream transportation and distribution

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
2038

Comment

Scope 3 category 5: Waste generated in operations

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
99

Comment

Scope 3 category 6: Business travel

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
10660

Comment

Scope 3 category 7: Employee commuting

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
1536

Comment

Scope 3 category 8: Upstream leased assets

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
2433

Comment

Scope 3 category 9: Downstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 10: Processing of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 11: Use of sold products

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
117

Comment

Scope 3 category 12: End of life treatment of sold products

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
5

Comment

Scope 3 category 13: Downstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 14: Franchises

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 15: Investments

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.3

(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
The Greenhouse Gas Protocol: Scope 2 Guidance

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
902

Start date
January 1 2022

End date
December 31 2022

Comment

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)
695.96

Start date
January 1 2021

End date
December 31 2021

Comment

Past year 2

Gross global Scope 1 emissions (metric tons CO2e)
868.1

Start date
January 1 2020

End date
December 31 2020

Comment

Past year 3

Gross global Scope 1 emissions (metric tons CO2e)
1528.4

Start date
January 1 2019

End date
December 31 2019

Comment

Past year 4

Gross global Scope 1 emissions (metric tons CO2e)
861.9

Start date
January 1 2018

End date
December 31 2018

Comment

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based

We are reporting a Scope 2, location-based figure

Scope 2, market-based

We are reporting a Scope 2, market-based figure

Comment

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based
10075

Scope 2, market-based (if applicable)
8974

Start date
January 1 2022

End date
December 31 2022

Comment

Past year 1

Scope 2, location-based
10514.863

Scope 2, market-based (if applicable)
8838.702

Start date
January 1 2021

End date
December 31 2021

Comment

Past year 2

Scope 2, location-based
11381.1

Scope 2, market-based (if applicable)
7452

Start date
January 1 2020

End date
December 31 2020

Comment

Past year 3

Scope 2, location-based
12759.2

Scope 2, market-based (if applicable)
7952.6

Start date
January 1 2019

End date
December 31 2019

Comment

Past year 4

Scope 2, location-based
14553

Scope 2, market-based (if applicable)
11972.7

Start date
January 1 2018

End date
December 31 2018

Comment

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?
No

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
62612

Emissions calculation methodology
Hybrid method
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Emissions from all purchased goods and services are calculated using spend data for 2022 for the Group. The spend in $USD on purchased goods and services by the reporting company at sites within the reporting boundary are used to calculate emissions. No estimations were required. Emissions were calculated using the GHG Protocol/Quantis economic input-output tool. Spend amounts in USD were multiplied by the relevant Quantis intensity factor. Any emissions that were calculated in other categories, for example logistics (upstream transportation & distribution) or utilities (Scope 1 & 2) were removed. In addition, we included emissions from specific products purchased by the group that are not included in the general spend data mentioned above. - Sim cards, the carbon footprint for a sim card is provided by the supplier and number of sim cards purchased by the reporting company during the reporting year is provided by the reporting company. Emissions from sim cards are calculated by multiplying the individual carbon footprint of a sim card by the number of sim card purchased during the reporting year. - ISAT Phone, the spend in $USD on ISAT Phones by the reporting company at sites within the reporting boundary. Emissions were calculated using the GHG Protocol/Quantis economic input-output tool. Spend amounts in USD were multiplied by the relevant Quantis intensity factor. - Maritime products, Inmarsat provided product weight as well as an estimation of the material make up. These data are used to calculate an estimated quantity of each material in the final product. Emissions are calculated by multiplying quantity of material by the relevant Ecoinvent emissions factor. - Aviation products, the spend in $USD on aviation product suppliers by the reporting company at sites within the reporting boundary. Emissions were calculated using the GHG Protocol/Quantis economic input-output tool. Spend amounts in USD were multiplied by the relevant Quantis intensity factor.

Capital goods

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
7178

Emissions calculation methodology
Hybrid method
Spend-based method
Average product method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Emissions from all capital goods are calculated using spend data for 2022 for the Group. The spend in $USD on purchased goods and services by the reporting company at sites within the reporting boundary are used to calculate emissions. No estimations were required. Emissions were calculated using the GHG Protocol/Quantis economic input-output tool. Spend amounts in USD were multiplied by the relevant Quantis intensity factor. Any emissions that were calculated in other categories, for example logistics (upstream transportation & distribution) or utilities (Scope 1 & 2) were removed. Similarly to maritime products, from the total weight of a satellite and an estimated material make up, quantity of material used in satellite are calculated. Emissions are calculated by multiplying quantity of material by the relevant Ecoinvent emissions factor. Emissions from capital goods are relevant to Inmarsat because they contribute to our total Scope 3 emissions. Emissions from purchased goods and services are relevant to Inmarsat because they contribute to our total Scope 3 emissions.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
2047

Emissions calculation methodology
Fuel-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Transmissions & Distribution (T&D) losses and Well-to-Tank (WTT) for fuels are calculated based on the total Scope 1 & 2 figures from GHG reporting. Multiplied by the appropriate DEFRA 2022 emissions factors. It is assumed that UK emission factors are representative for all sites in other countries. Emissions from fuel- and energy-related activities are relevant to Inmarsat because they contribute to our total Scope 3 emissions.

Upstream transportation and distribution

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
163

Emissions calculation methodology
Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Emissions are calculated using distances and quantity transported by third party couriers. The tonnes.km are multiplied by the relevant DEFRA 2022 emissions factor. It is assumed that UK emission factors are representative for all sites in other countries. Emissions from upstream transportation and distribution are relevant to Inmarsat because they contribute to our total Scope 3 emissions.

Waste generated in operations

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
10

Emissions calculation methodology
Waste-type-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
To calculate emissions, quantity of waste per type of waste and disposal method are used. We collect this data on a monthly basis. Wherever data is missing, estimations were made based on previous monthly data. For solid waste, quantity of waste generated is multiplied by the relevant DEFRA 2022 emissions factor. It is assumed that UK emission factors are representative for all sites in other countries. Emissions from waste are relevant to Inmarsat because they contribute to our total Scope 3 emissions.

Business travel

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
3667

Emissions calculation methodology
Hybrid method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Emissions from business travel are generated by air travel, land travel, sea travel and hotel. To calculate emissions, air and land travel data (i.e. distances per mode of transport and class) are collected on a monthly basis. Emissions are calculated by multiplying distances with the relevant DEFRA 2022 emissions factor. To calculate emissions from sea travel and hotel, the spend in $USD on sea transport and hotel nights is used. Spend amounts in $USD were multiplied by the relevant Quantis intensity factor. Emissions from business travel are relevant to Inmarsat because they contribute to our total Scope 3 emissions.

Employee commuting

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
1308

Emissions calculation methodology
Hybrid method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
For each country, employee commuting is categorised by each mode of transport used for commuting. As no raw activity data are supplied for employee estimations (it is very difficult to know the exact distance that each employee travels during their commute), the data are estimated. The following methodology is used to estimate the total distance travelled by each site's employees on their commute on each mode of transport: 1. Calculate the estimated total number of commutes by the site's employees during the reporting period: (Number of business days - average annual leave days) * (1 - % work from home) * average commutes per day * employee headcount = total number of commutes 2. Calculate the total distance travelled by each site's employees on their commute on each mode of transport: Total number of commutes * average transport mode share of commutes * average commute distance = total distance travelled by site's employees on mode of transport. The following raw data sources are used: Number of working days are sourced from workingdays.com, 20 annual leave days assumed for all sites, % working from home, Average transport mode share of commutes and average commute distances are sourced from numbeo. It is assumed that UK government data is more accurate for UK sites than numbeo.com, and is therefore prioritised (despite ending in 2015 - assume still accurate). Emissions are calculated by multiplying the distance travelled by employees by the relevant DEFRA 2021 emissions factor. Emissions from employee commuting are relevant to Inmarsat because they contribute to our total Scope 3 emissions.

Upstream leased assets

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This is applicable to Inmarsat however in the reporting there was no launch of a satellite and therefore no emissions associated with this category

Downstream transportation and distribution

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This is defined as the transportation and distribution of products sold by Inmarsat in the reporting year between Inmarsat's operations and the end consumer (if not paid for by the reporting company), including retail and storage (in vehicles and facilities not owned or controlled by the reporting company). Inmarsat's distribution partners transport our IsatPhone products to customers from our warehouses

Processing of sold products

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We do not sell intermediate products and therefore this category is not relevant to Inmarsat.

Use of sold products

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
142

Emissions calculation methodology
Supplier-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
For ISAT phone, electricity use of lifespan was calculated based on product specifications provided by the supplier. The total energy use over the lifespan of the product is multiplied by the DEFRA 2021 emission factor for electricity. It is assumed that UK emission factors are representative for all sites in other countries. For other products, no data are supplied. Energy use of these products over their lifetime was estimated by our teams based on our product knowledge. The total energy use over the lifespan of the product is multiplied by the DEFRA 2021 emission factor for electricity. It is assumed that UK emission factors are representative for all sites in other countries. Emissions from the use of sold products are relevant to Inmarsat because they contribute to our total Scope 3 emissions.

End of life treatment of sold products

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
1130

Emissions calculation methodology
Average data method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Emissions from end of life treatment of sold products are calculated based on the disposal method and type and quantity of material. As no specific raw data for material type and quantity are available, these are estimated. Emissions are calculated by multiplying the material quantity disposed by the relevant DEFRA 2022 emissions factor. Emissions from the end of life treatment of sold products are relevant to Inmarsat because they contribute to our total Scope 3 emissions.

Downstream leased assets

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This is not relevant to Inmarsat because the emissions from assets owned by the company and leased to other entities are already included in our Scope 1 and 2 emission figures.

Franchises

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This is defined as the operation of franchises in the reporting year, not included in Scope 1 and Scope 2, reported by franchisor. Inmarsat does not have any franchises.

Investments

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
Not applicable to our business as we do not have equity or debt investments.

Other (upstream)

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
Not applicable - previous categories provide full coverage.

Other (downstream)

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
Not applicable - previous categories provide full coverage.

C6.5a

(C6.5a) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

Start date
January 1 2021

End date
December 31 2021

Scope 3: Purchased goods and services (metric tons CO2e)
61306

Scope 3: Capital goods (metric tons CO2e)
12148

Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
3589

Scope 3: Upstream transportation and distribution (metric tons CO2e)
176

Scope 3: Waste generated in operations (metric tons CO2e)
14

Scope 3: Business travel (metric tons CO2e)
504

Scope 3: Employee commuting (metric tons CO2e)
1255

Scope 3: Upstream leased assets (metric tons CO2e)
1677

Scope 3: Downstream transportation and distribution (metric tons CO2e)

Scope 3: Processing of sold products (metric tons CO2e)

Scope 3: Use of sold products (metric tons CO2e)
209

Scope 3: End of life treatment of sold products (metric tons CO2e)
2492

Scope 3: Downstream leased assets (metric tons CO2e)

Scope 3: Franchises (metric tons CO2e)

Scope 3: Investments (metric tons CO2e)

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

Past year 2

Start date
January 1 2020

End date
December 31 2020

Scope 3: Purchased goods and services (metric tons CO2e)
57302.2

Scope 3: Capital goods (metric tons CO2e)
5694

Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
2623

Scope 3: Upstream transportation and distribution (metric tons CO2e)
1669.5

Scope 3: Waste generated in operations (metric tons CO2e)
16

Scope 3: Business travel (metric tons CO2e)
1789.6

Scope 3: Employee commuting (metric tons CO2e)
997

Scope 3: Upstream leased assets (metric tons CO2e)
0

Scope 3: Downstream transportation and distribution (metric tons CO2e)

Scope 3: Processing of sold products (metric tons CO2e)

Scope 3: Use of sold products (metric tons CO2e)
191

Scope 3: End of life treatment of sold products (metric tons CO2e)
3

Scope 3: Downstream leased assets (metric tons CO2e)

Scope 3: Franchises (metric tons CO2e)

Scope 3: Investments (metric tons CO2e)

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

Past year 3

Start date
January 1 2019

End date
December 31 2019

Scope 3: Purchased goods and services (metric tons CO2e)
98906

Scope 3: Capital goods (metric tons CO2e)
13561

Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
3119

Scope 3: Upstream transportation and distribution (metric tons CO2e)
2038

Scope 3: Waste generated in operations (metric tons CO2e)
78

Scope 3: Business travel (metric tons CO2e)
10660

Scope 3: Employee commuting (metric tons CO2e)
1536

Scope 3: Upstream leased assets (metric tons CO2e)
2433

Scope 3: Downstream transportation and distribution (metric tons CO2e)

Scope 3: Processing of sold products (metric tons CO2e)

Scope 3: Use of sold products (metric tons CO2e)
117

Scope 3: End of life treatment of sold products (metric tons CO2e)
5

Scope 3: Downstream leased assets (metric tons CO2e)

Scope 3: Franchises (metric tons CO2e)

Scope 3: Investments (metric tons CO2e)

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

Past year 4

Start date
January 1 2018

End date
December 31 2018

Scope 3: Purchased goods and services (metric tons CO2e)
331410

Scope 3: Capital goods (metric tons CO2e)
12133.2

Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
2246

Scope 3: Upstream transportation and distribution (metric tons CO2e)
2358

Scope 3: Waste generated in operations (metric tons CO2e)
13

Scope 3: Business travel (metric tons CO2e)
15344

Scope 3: Employee commuting (metric tons CO2e)
1533

Scope 3: Upstream leased assets (metric tons CO2e)
0

Scope 3: Downstream transportation and distribution (metric tons CO2e)

Scope 3: Processing of sold products (metric tons CO2e)

Scope 3: Use of sold products (metric tons CO2e)
118

Scope 3: End of life treatment of sold products (metric tons CO2e)
6

Scope 3: Downstream leased assets (metric tons CO2e)

Scope 3: Franchises (metric tons CO2e)

Scope 3: Investments (metric tons CO2e)

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?
No

C6.10

(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Intensity figure
0.000007447

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
10977

Metric denominator
unit total revenue

Metric denominator: Unit total
1474100000

Scope 2 figure used
Location-based

% change from previous year
10

Direction of change
Decreased

Reason(s) for change
Change in revenue

Please explain
Inmarsat has increased the revenues generated whilst maintaining our emissions footprint therefore leading to a reduction in intensity.

Intensity figure
6.441901408

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
10977

Metric denominator
full time equivalent (FTE) employee

Metric denominator: Unit total
1704

Scope 2 figure used
Location-based

% change from previous year
2

Direction of change
Increased

Reason(s) for change
Other, please specify (increased headcount)

Please explain
Inmarsat has increased the headcount whilst maintaining our emissions footprint therefore leading to a reduction in intensity.

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?
Yes

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	855.78	IPCC Fourth Assessment Report (AR4 - 100 year)
CH4	1.12	IPCC Fourth Assessment Report (AR4 - 100 year)
N2O	2.25	IPCC Fourth Assessment Report (AR4 - 100 year)
HFCs	44.1	IPCC Fourth Assessment Report (AR4 - 100 year)

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/area/region.

Country/area/region	Scope 1 emissions (metric tons CO2e)
Australia	12.75
Canada	2.37
France	4.01
Germany	3.11
Italy	17.18
Netherlands	117.69
New Zealand	2.38
Norway	0.51
Singapore	0.86
South Africa	0.02
Spain	0.29
Switzerland	0.22
United Kingdom of Great Britain and Northern Ireland	716.05
United States of America	13.28
Indonesia	10.86

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

By activity

C7.3c

(C7.3c) Break down your total gross global Scope 1 emissions by business activity.

Activity	Scope 1 emissions (metric tons CO2e)
Diesel	22
Refrigerants	44
Natural gas	774
Owned vehicle mileage	62

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/area/region.

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Australia	2321.98	2331.92
Canada	267.08	346.28
Greece	961.92	952.01
Hong Kong SAR, China	13.69	13.69
Indonesia	194.59	194.59
Netherlands	2091.8	2051.23
New Zealand	467.8	467.8
Norway	14.35	16.76
Singapore	93.1	93.1
United Arab Emirates	6.2	6.2
United Kingdom of Great Britain and Northern Ireland	1453.74	0
United States of America	1514.11	1450.97
Cyprus	55.77	55.77
France	3.07	3.07

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

By activity

C7.6c

(C7.6c) Break down your total gross global Scope 2 emissions by business activity.

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Electricity	10062	8961
Heat	12.51	12.51

C7.7

(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Not relevant as we do not have any subsidiaries

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Increased

C7.9a

(C7.9a) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

	Change in emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	136.27	Increased	1.43	Overall, the amount of electricity from renewable sources has increased from 24% to 25% in 2022. During the year, we procured 100% renewable energy contracts at our office in London (UK), Rotterdam (the Netherlands), Houston (U.S.) and the Hague (the Netherlands), while 99.7% of energy used by our Alesund (Norway) operations now comes from renewable sources. St John's (Canada) has reached 76% renewable energy. Despite an increase in renewable energy, emissions for this category have increased due to a changes in emission factor sources and recognition of residual emissions factors in locations where renewables are not purchased. Calc used for emission value: ((Total Scope 2 Market Based 2022 - 2021)/Total Scope 1 & 2 Emissions of previous reporting year)*100: (136.27/9534)*100.
Other emissions reduction activities	0	No change		
Divestment	0	No change		
Acquisitions	0	No change		
Mergers	0	No change		
Change in output	0	No change	0	
Change in methodology	0	No change		
Change in boundary	0	No change		
Change in physical operating conditions	0	No change		
Unidentified		<Not Applicable>		
Other	255.31	Increased	2.68	Natural gas - 194.3 tCO2e. Increase in emissions is primarily driven by a 59% increase in consumption at the London office, also the pandemic easing in 2022 meant higher office occupancy compared to 2021. Calc: (194.30/9876)*100. Refrigerants - 23.82 tCO2e. Decreased activity data. Calc: (23.82/9876)*100. District Heating - 1.42 tCO2e. Decreased activity data. Calc: (1.42/9876)*100. Vehicles - 13.75 tCO2e. The reporting year 2021 was impacted by the pandemic which caused a lower use of company vehicles. The current reporting year 2022 saw a recovery of pre-pandemic levels of vehicle use. Calc: (13.75/9876)*100 Diesel - 22.02 tCO2e. Increased activity data. Calc: (22.02/9876)*100.

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Market-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 0% but less than or equal to 5%

C8.2

(C8.2) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	Yes
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	No

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	HHV (higher heating value)	0	4584.25	4584.25
Consumption of purchased or acquired electricity	<Not Applicable>	7971.39	23578.7	31550.1
Consumption of purchased or acquired heat	<Not Applicable>	0	73.25	73.25
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Total energy consumption	<Not Applicable>	7971.4	28236.2	36207.6

C8.2b

(C8.2b) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	No
Consumption of fuel for the generation of heat	No
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Not relevant.

Other biomass

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Not relevant.

Other renewable fuels (e.g. renewable hydrogen)

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Not relevant.

Coal

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Not relevant.

Oil

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Not relevant.

Gas

Heating value
HHV

Total fuel MWh consumed by the organization
4238.37

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Natural gas consumed.

Other non-renewable fuels (e.g. non-renewable hydrogen)

Heating value
HHV

Total fuel MWh consumed by the organization
345.88

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Combination of both diesel consumption and petrol consumption within the organisation.

Total fuel

Heating value
HHV

Total fuel MWh consumed by the organization
4584.25

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Natural gas, Diesel and Petrol consumption.

C8.2e

(C8.2e) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in C6.3.

Country/area of low-carbon energy consumption
United Kingdom of Great Britain and Northern Ireland

Sourcing method
Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier
Electricity

Low-carbon technology type
Renewable energy mix, please specify (Solar PV, Wind and Hydropower. 100% renewable)

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
7821.79

Tracking instrument used
No instrument used

Country/area of origin (generation) of the low-carbon energy or energy attribute
United Kingdom of Great Britain and Northern Ireland

Are you able to report the commissioning or re-powering year of the energy generation facility?
No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
<Not Applicable>

Comment
Low-carbon technology type: Solar PV, Wind and Hydropower. London site 100% renewable. Cypriot site Kofinou and French site Aussagel were reported incorrectly under UK emissions in GHG accounting so these have been included here for the sake of corresponding to GHG disclosure, but this will be updated in future to align to best practice.

Country/area of low-carbon energy consumption
Netherlands

Sourcing method
Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier
Electricity

Low-carbon technology type
Renewable energy mix, please specify (Solar, Wind and Hydropower.)

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
110.21

Tracking instrument used
No instrument used

Country/area of origin (generation) of the low-carbon energy or energy attribute
Netherlands

Are you able to report the commissioning or re-powering year of the energy generation facility?
No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
<Not Applicable>

Comment

Country/area of low-carbon energy consumption
Norway

Sourcing method
Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier
Electricity

Low-carbon technology type
Hydropower (capacity unknown)

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
178.55

Tracking instrument used
No instrument used

Country/area of origin (generation) of the low-carbon energy or energy attribute
Norway

Are you able to report the commissioning or re-powering year of the energy generation facility?
No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
<Not Applicable>

Comment

Country/area of low-carbon energy consumption
Canada

Sourcing method
Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier
Electricity

Low-carbon technology type
Hydropower (capacity unknown)

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
1283.69

Tracking instrument used
No instrument used

Country/area of origin (generation) of the low-carbon energy or energy attribute
Canada

Are you able to report the commissioning or re-powering year of the energy generation facility?
No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
<Not Applicable>

Comment

Country/area of low-carbon energy consumption
United States of America

Sourcing method
Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier
Electricity

Low-carbon technology type
Low-carbon energy mix, please specify (Solar and Wind. Houston site 100% renewable.)

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
165.12

Tracking instrument used
No instrument used

Country/area of origin (generation) of the low-carbon energy or energy attribute
United States of America

Are you able to report the commissioning or re-powering year of the energy generation facility?
No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
<Not Applicable>

Comment

C8.2g

(C8.2g) Provide a breakdown by country/area of your non-fuel energy consumption in the reporting year.

Country/area
Norway

Consumption of purchased electricity (MWh)
178.55

Consumption of self-generated electricity (MWh)
73.25

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
251.8

Country/area
United Kingdom of Great Britain and Northern Ireland

Consumption of purchased electricity (MWh)
7517.51

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
7517.51

Country/area
Netherlands

Consumption of purchased electricity (MWh)
5682.68

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
5682.68

Country/area
Canada

Consumption of purchased electricity (MWh)
2068.78

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
2068.78

Country/area
United Arab Emirates

Consumption of purchased electricity (MWh)
12.28

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
12.28

Country/area
Australia

Consumption of purchased electricity (MWh)
3390.24

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
3390.24

Country/area
United States of America

Consumption of purchased electricity (MWh)
3959.5

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
3959.5

Country/area
Greece

Consumption of purchased electricity (MWh)
1941.3

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
1941.3

Country/area
Hong Kong SAR, China

Consumption of purchased electricity (MWh)
16.71

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
16.71

Country/area
Indonesia

Consumption of purchased electricity (MWh)
255.47

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
255.47

Country/area
Italy

Consumption of purchased electricity (MWh)
2159.21

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
2159.21

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Third-party verification or assurance process in place
Scope 3	Third-party verification or assurance process in place

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
Inmarsat ISO 14064-3 Verification Statement 2022(1).pdf

Page/ section reference
pg 2-5

Relevant standard
ISO14064-1

Proportion of reported emissions verified (%)
100

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach
Scope 2 market-based

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
Inmarsat ISO 14064-3 Verification Statement 2022(1).pdf
Inmarsat ISO 14064-3 Verification Agreement v1.0_signedRGT_BM.pdf

Page/ section reference
pg 2-5

Relevant standard
ISO14064-1

Proportion of reported emissions verified (%)
100

C10.1c

(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Scope 3 category
Scope 3: Purchased goods and services
Scope 3: Capital goods
Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
Scope 3: Upstream transportation and distribution
Scope 3: Waste generated in operations
Scope 3: Business travel
Scope 3: Employee commuting
Scope 3: Upstream leased assets
Scope 3: Use of sold products
Scope 3: End-of-life treatment of sold products

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
Inmarsat ISO 14064-3 Verification Statement 2022(1).pdf

Page/section reference
pg 2-5

Relevant standard
IS)14064-1

Proportion of reported emissions verified (%)
100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?
No, but we are actively considering verifying within the next two years

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?
No, and we do not anticipate being regulated in the next three years

C11.2

(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?
No

C11.3

(C11.3) Does your organization use an internal price on carbon?
No, and we do not currently anticipate doing so in the next two years

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?

Yes, our suppliers

Yes, other partners in the value chain

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement

Engagement & incentivization (changing supplier behavior)

Details of engagement

Run an engagement campaign to educate suppliers about climate change

Provide training, support, and best practices on how to set science-based targets

Climate change performance is featured in supplier awards scheme

% of suppliers by number

2

% total procurement spend (direct and indirect)

48

% of supplier-related Scope 3 emissions as reported in C6.5

11

Rationale for the coverage of your engagement

In 2022, we devised our procurement strategy to tackle our emissions from our supplier footprint given its materiality and our commitment to reduce Scope 3 by 28% by 2030 against a 2019 baseline. The strategy was signed off by our CFO with Board-level commitment as the CEO and CFO are both accountable to deliver with the relevant committees, reporting and consultants in place to support on delivering the strategy and calculating our emissions reductions. Our procurement strategy for engaging suppliers and incentivising them through contract terms & additional support is being rolled out in multiple supplier tranches. We have segmented our suppliers based on level of spend, hence nearly 50% of our spend has been targeted, and the level of influence & criticality of suppliers to our business. These segments include our product manufacturers (Cobham, Intellian, Thales); satellite manufacturers (Airbus, SwissTo12, Boeing) and wider space industry partners & launch service providers (Arianespace, Mitsubishi Heavy Industries, SpaceX).

Additional to the above engagement and incentivization strategy, we have implemented the requirement on all new contracts with suppliers that we spend over $100,000 with to contribute 1% of spend to Ecologi. This is a tree planting project that we are not presenting as an offset project (ie. Additional to our net zero commitments and not counted towards our removals calculations).

We have updated policies and procedures including RFP process that have been signed off by CFO and shared with stakeholders to drive change with new suppliers. There is now a minimum 10% weighting for decarbonisation (15% for manufacturing suppliers) for contracts. Our climate reduction schedule requires mature suppliers to publish results of decarbonisation and less mature, we determine KPI's to support their decarbonisation plan and designing their own strategies.

To support the above, we have held training sessions with the suppliers engaged to date both to raise awareness of Inmarsat's own decarbonisation commitment but also the importance of decarbonisation and rationale for its inclusion in our procurement approach. Within these sessions, we outlined the new requirements we are bringing in (outlined above) and how Inmarsat will support the supplier to create its own decarbonisation plan and set science-based targets if they don't already have them.

Impact of engagement, including measures of success

Inmarsat can measure the impact of this engagement based on changes implemented by key suppliers as a result of engagement.

Our procurement strategy comprises of four key success measures for each supplier to monitor implementation and successful engagement on changing supplier behaviour:

1. A strategy with targets – time bound, measurable and publicly published targets
2. Accountability – the appointment of an accountable executive to make this happen
3. Specific KPIs – defined, specific KPIs with delivery dates (e.g. reduce transportation by x% in 2024) to help achieve their target
4. Reporting – annual published and transparent reporting which demonstrates progress against their target

Of the tranches of segmented suppliers that we have engage with to date, we have seen good progress in engagement on the above areas so we have expanded the reach of the programme to the next tranche of suppliers which have been determined based on public knowledge that they have their own science-based targets and therefore assumed that their maturity on carbon reduction collaboration will be high. Targeting these suppliers is our continued focus for 2023.

Our first two, main product manufacturers (Cobham & Intellian), that we piloted our new procurement strategy with, have both invested heavily in sustainability following Inmarsat's engagement. They have implemented a governance structure to drive change, set up ESG steering committees, have approval and involvement from CFO/CEO and board accountability. Consultants are in place to deliver carbon footprint and set up strategy. KPI's, once negotiated will be our final measure for success to implement moving forward to monitor progress over time.

By the end of the year we strive to have more traction with even more suppliers and require suppliers in scope to commit to KPIs, in negotiation with suppliers.

Other impacts of our engagement and procurement strategy include 45% attendance rate of the suppliers engaged to date at training workshops held, 2 suppliers have signed up to contribute 1% of spend to the Ecologi scheme and over 12 tenders and contracts have been issued with new climate clauses and sustainability weighting in the contract award criteria.

Comment

Type of engagement

Innovation & collaboration (changing markets)

Details of engagement

Run a campaign to encourage innovation to reduce climate impacts on products and services

% of suppliers by number

1

% total procurement spend (direct and indirect)

33

% of supplier-related Scope 3 emissions as reported in C6.5
3

Rationale for the coverage of your engagement
It is critical to our business and our sector to engage with suppliers and other partners within the value chain on climate issues and other material environmental issues such as space debris.
Our key suppliers we target for collaboration include product manufacturers, satellite manufacturers and launch service providers as these are key suppliers for delivery of our products and services.
As part of our approach to future satellite builds and launches, we have engaged with the various suppliers involved (such as SwissTo12, Airbus and Boeing) to understand where we can innovate in our approach to satellite and launch design to reduce the environmental impact and emissions intensity of the activity.
Additionally, we are holding engagement conversations with these suppliers to share our approaches and methodologies to emissions calculations for satellite builds, testing and launches as Inmarsat is leading in this emissions footprinting space.
Besides our satellites and launches, we are also engaging with our top 8 product manufacturers to collaborate on ways that product design can be innovated to reduce the emissions footprint. To support this collaboration, we have also engaged internal stakeholders within our supply chain department on their design of terminals to incorporate decarbonisation within planning for next stages and therefore utilise their relationships with product suppliers for planning in innovations into future product prototypes.

Impact of engagement, including measures of success
Key measures on success on innovation is number of conversations we have held on collaboration for climate innovation. As we have long lead times for changes to our product sets and builds of satellites and launch vehicles, we are yet to design concrete metrics to track the emissions reduction impacts of these innovations however we will build this into future plans.

Specifically for launch vehicle provider selection and collaboration, we utilise the following metrics within a scorecard approach to understand how utilising new technologies and innovations, such as launch vehicle reusability, will impact our emissions footprint and be weighted in our decision making. These metrics include:
- Well-to-tank and fuel burn in operations (tCO2e)
- Vehicle manufacture (tCO2e)
- Water vapour
- Soot
- NOx
- Hydrogen

To date, key innovations we have discussed with suppliers include:
1. Utilising 3D printing technologies to build components in aluminium therefore reducing waste and reusing the waste material in the same process
2. A shift towards electrical spacecraft propulsion systems (xenon) instead of traditional chemical (hydrazine) propulsion systems which carries higher overall emissions intensity
3. Longer-term area of interest for water-based propulsion as a future innovation in technology
4. Discussions on future plans for sustainability in space and space debris ahead of emerging compliance and to reduce overall risk in orbit

Comment

Type of engagement
Information collection (understanding supplier behavior)

Details of engagement
Collect GHG emissions data at least annually from suppliers
Collect targets information at least annually from suppliers

% of suppliers by number
2

% total procurement spend (direct and indirect)
53

% of supplier-related Scope 3 emissions as reported in C6.5
11

Rationale for the coverage of your engagement
As outlined above, one of our four key focus areas is reporting from suppliers in terms of annual published and transparent reporting which demonstrates progress against their targets.
As data collection is part of our wider engagement strategy, we have approached the same supplier set as outlined above given their criticality to our business model, our level of spend, hence over 50% of our spend has been targeted, and our level of influence with those suppliers.
We are requesting at least annual emissions footprint associated with the goods and services we procure from the targeted supplier.

Impact of engagement, including measures of success
Our measures of success on data collection are the % of suppliers providing us annual published and transparent emissions data which demonstrates progress against their target.
To date, we have engaged with our suppliers to start the sustainable procurement approach with them and therefore given our approach of starting with our most critical supplier first, we have determined that these suppliers have the lowest maturity and therefore we are working with them to calculate their emissions footprint and set their targets before they are able to provide us complete footprint data.
To date, two of our product manufacturers engaged (14% of the total suppliers engaged to date) have provided us emissions data for use in our scope 3 calculations. This has included:
1. We conducted a joint collaboration project with Cobham (our maritime terminal manufacturer) to conduct a lifecycle assessment (LCA) on our Sailor 60 GX maritime terminal product. This project enabled us to more accurately calculate the emissions from manufacture, use of sold goods and end of life for the maritime terminals we sell.
2. Working with our supplier of SIM cards, Thales, the supplier was able to provide a product-specific emissions value for each SIM that we procure which improved our emissions calculations for procured goods and end of life footprinting.

Comment

C12.1d

(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.

Inmarsat regularly engages with various peers and partners within the space industry such as through industry bodies, committees and other forums. Below outlines the various organisations that Inmarsat is a part of and engages with to drive sustainability in space:

· A founding member of the Space Data Association (SDA), along with satellite operators Intelsat, SES and Eutelsat. By sharing critical data on satellite positions we aim to reduce the probability of collisions and the increase of space debris to make space operations safer and more reliable.

· One of the first members selected for the Commercial Integration Cell (CIC) at the Combined Space Operations Center (CSpOC). Together, SDA and CSpOC are the two main sources of information for tracking debris, collision avoidance and space situational awareness.

· A member of the UK CIC which works with the UK Space Agency to address the needs of civil users of Space Surveillance and Tracking (STT) services through the UK's national capability.

· A member of the Space Safety Coalition (SSC), endorsing and adhering to its 'Best Practice on the Sustainability of Space Operations'.

· A member of EMEA Satellite Operator's Association (ESOA), working with the satellite industry to deliver sustainable connectivity solutions.

· Part of the ISO's committee for the development of standards for space vehicles and space systems and operations, as well as part of the European Cooperation for Space Standardization (ECSS) Space Debris and Space Traffic Management Working Group.

Inmarsat collaborates with partners in the value chain on innovation of the sector such as on product innovation, satellite and launch improvements and data methodology sharing. Examples of this in 2022 included:

- Engagement with new satellite manufacturer to improve waste from the build process. SwissTo12 now utilizes 3D printing of key components which leads to less waste in the manufacturing process and also reuses the metallic waste from printing in the manufacturing process, increasing circularity

- Discussions were held with Boeing on the impacts of Space debris and how we can collaborate to reduce this as well as plan to lower this risk and impact in space ahead of emerging compliance standards

- Discussions with SpaceX and UK Space Agency on the carbon neutral launch and future plans for this

- Engagement with Airbus on how Inmarsat calculates the footprint of satellite builds and launches, opened lines of communication to share these methodologies and insights as Inmarsat is the leader in this space and to support wider industry work on footprint the sector's impact

Additionally, in 2022, Inmarsat published its landmark Sustainability Report, calling for urgent coordinated action by regulators, governments and the industry to ensure space is protected for generations to come. Beyond our industry, Inmarsat sought to answer the question 'Can space help save the planet?', using first-of-its-kind data to realize the vast decarbonization opportunity within the space sector.

C12.2

(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization's purchasing process?
Yes, climate-related requirements are included in our supplier contracts

C12.2a

(C12.2a) Provide details of the climate-related requirements that suppliers have to meet as part of your organization's purchasing process and the compliance mechanisms in place.

Climate-related requirement
Other, please specify (Contribution to removals scheme)

Description of this climate related requirement
A mandatory requirement that the successful bidder will contribute a minimum of 1% of revenue earned from this and future opportunities to Inmarsat's chosen Climate Scheme: Ecologi

% suppliers by procurement spend that have to comply with this climate-related requirement
100

% suppliers by procurement spend in compliance with this climate-related requirement
27

Mechanisms for monitoring compliance with this climate-related requirement
Supplier self-assessment

Response to supplier non-compliance with this climate-related requirement
Retain and engage

Climate-related requirement
Other, please specify (Environmental/ Sustainability Policy)

Description of this climate related requirement
Provide your Environmental / Sustainability policy and provide evidence where such policy has created positive benefits

% suppliers by procurement spend that have to comply with this climate-related requirement
100

% suppliers by procurement spend in compliance with this climate-related requirement
100

Mechanisms for monitoring compliance with this climate-related requirement
Supplier self-assessment

Response to supplier non-compliance with this climate-related requirement
Retain and engage

Climate-related requirement
Setting a science-based emissions reduction target

Description of this climate related requirement
Environment and sustainability are part of our supplier code of conduct that suppliers must agree to within contracts. This now requires all of its suppliers to have: (i) a net zero strategy or a carbon reduction strategy with associated targets;

% suppliers by procurement spend that have to comply with this climate-related requirement
100

% suppliers by procurement spend in compliance with this climate-related requirement
15

Mechanisms for monitoring compliance with this climate-related requirement
Supplier self-assessment

Response to supplier non-compliance with this climate-related requirement
Retain and engage

Climate-related requirement
Implementation of emissions reduction initiatives

Description of this climate related requirement
A plan to achieve that strategy and can report on that plan showing progress towards net zero/ carbon reduction over time.

% suppliers by procurement spend that have to comply with this climate-related requirement
100

% suppliers by procurement spend in compliance with this climate-related requirement
26

Mechanisms for monitoring compliance with this climate-related requirement
Supplier self-assessment

Response to supplier non-compliance with this climate-related requirement
Retain and engage

Climate-related requirement
Complying with regulatory requirements

Description of this climate related requirement
Adhering to all relevant local and global environmental legislation and complying with reporting standards and achieving permits.

% suppliers by procurement spend that have to comply with this climate-related requirement
100

% suppliers by procurement spend in compliance with this climate-related requirement
100

Mechanisms for monitoring compliance with this climate-related requirement
Supplier self-assessment

Response to supplier non-compliance with this climate-related requirement
Retain and engage

Climate-related requirement
Waste reduction and material circularity

Description of this climate related requirement
Any packaging required should be minimised and waste products should be disposed of in an environmentally responsible way.

% suppliers by procurement spend that have to comply with this climate-related requirement
100

% suppliers by procurement spend in compliance with this climate-related requirement
100

Mechanisms for monitoring compliance with this climate-related requirement
Supplier self-assessment

Response to supplier non-compliance with this climate-related requirement
Retain and engage

C12.3

(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?

Row 1

External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

Yes, our membership of/engagement with trade associations could influence policy, law, or regulation that may impact the climate

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?

Yes

Attach commitment or position statement(s)

We have set our science-based targets in line with the Paris Agreement as referenced in our attached ESG Report (Pg17) as well as using the Paris Agreement as a variable in our scenario analysis.
ESG Report 2022.pdf.downloadasset.pdf.pdf

Describe the process(es) your organization has in place to ensure that your external engagement activities are consistent with your climate commitments and/or climate transition plan

Our Director of Flight Dynamics is our representative in the Space Data Association (SDA), who is a senior stakeholder in our CTO department and supports our workstream on Satellites and Space Debris as part of our environmental strategy. He oversees the engagement with the various trade associations, working groups and other organisations to ensure consistent messaging and alignment with Inmarsat's own climate and environmental strategy and well as supporting the wider industry development and sustainability standards.

Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

C12.3b

(C12.3b) Provide details of the trade associations your organization is a member of, or engages with, which are likely to take a position on any policy, law or regulation that may impact the climate.

Trade association
Other, please specify (Space Safety Coalition)

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
Inmarsat has endorsed and adhered to the SSC's Best practice on Sustainability of Space Operations. This Best practice ensures environmental testing ahead of launches to reduce climate and environmental impact where possible and reduce the potential for failure leading to an environmental impact without the desired outcome of a successful launch. Similarly, the best practice requires operators to review and address the end of life of the satellites launched and reduce the impact of fuels and debris in space.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)
0

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Other, please specify (EMEA Satellite Operators Association)

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Yes, we attempted to influence them but they did not change their position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
ESOA is a CEO-driven association representing 22 global and regional satellite operators. ESOA provides thought-leadership and is recognised as the representative body for satellite operators by international, regional and national bodies including regulators, policymakers, standards-setting organisations such as 3GPP and international organisations such as the International Telecommunications Union and the World Economic Forum.

ESOA works to lead a coordinated and impactful response to global challenges and opportunities for the commercial satellite communications sector by raising awareness of the reach, resilience, variety & capability of satellite services. By providing a unified voice and platform for global collaboration, ESOA increases opportunities for governments, businesses and citizens to leverage satellite services in order to bring connectivity through high quality telecommunications services to users everywhere, on land, in the air or at sea.

Inmarsat's CEO has publicly called for a Net Zero equivalent standard in space (https://www.inmarsat.com/en/news/latest-news/corporate/2021/inmarsat-ceo-net-zero-space-vision-for-future.html) and alongside this commitment will engage with trade associations such as ESOA to push this commitment into the wider industry to drive climate progress both on Earth and in Space.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)
108040

Describe the aim of your organization's funding
Our funding is our membership associated with being part of the association. By being part of this association we can be part of the industry conversation, driving thought leadership and direction of thinking for the industry.

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
Yes, we have evaluated, and it is not aligned

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication
In mainstream reports, incorporating the TCFD recommendations

Status
Complete

Attach the document
Connect_Bidco_Annual_Report_2022.pdf.downloadasset.pdf.pdf

Page/Section reference
Sustainability case studies Page 22-25; sustainability performance and TCFD section page 44-55

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

Publication
In mainstream reports, incorporating the TCFD recommendations

Status
Complete

Attach the document
ESG Report 2022.pdf.downloadasset.pdf.pdf

Page/Section reference
TCFD Page 14-16; Environmental performance Page 17-22

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

C12.5

(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	We are not a signatory/member of any collaborative framework, initiative and/or commitment related to environmental issues	<Not Applicable>

C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	No, but we plan to have both within the next two years	<Not Applicable>	<Not Applicable>

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	No, but we plan to do so within the next 2 years	<Not Applicable>	<Not Applicable>

C15.3

(C15.3) Does your organization assess the impacts and dependencies of its value chain on biodiversity?

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment
No, but we plan to within the next two years

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment
No, but we plan to within the next two years

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?
Not assessed

C15.5

(C15.5) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity- related commitments
Row 1	No, we are not taking any actions to progress our biodiversity-related commitments, but we plan to within the next two years	<Not Applicable>

C15.6

(C15.6) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	No	Please select

C15.7

(C15.7) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located

C16. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Chief Corporate Affairs Officer	Other C-Suite Officer

SC. Supply chain module

SC0.0

(SC0.0) If you would like to do so, please provide a separate introduction to this module.

SC0.1

(SC0.1) What is your company's annual revenue for the stated reporting period?

	Annual Revenue
Row 1	

SC1.1

(SC1.1) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

SC1.2

(SC1.2) Where published information has been used in completing SC1.1, please provide a reference(s).

SC1.3

(SC1.3) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Allocation challenges	Please explain what would help you overcome these challenges

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

SC2.1

(SC2.1) Please propose any mutually beneficial climate-related projects you could collaborate on with specific CDP Supply Chain members.

SC2.2

(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?

SC4.1

(SC4.1) Are you providing product level data for your organization's goods or services?

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

Please confirm below

I have read and accept the applicable Terms