Carbon Emission Avoidance Analysis

Prepared for:

Digital Mobility Inc.

Prepared by:

ClimaTech Innovations Inc.

Analysis Conducted - April, 2023

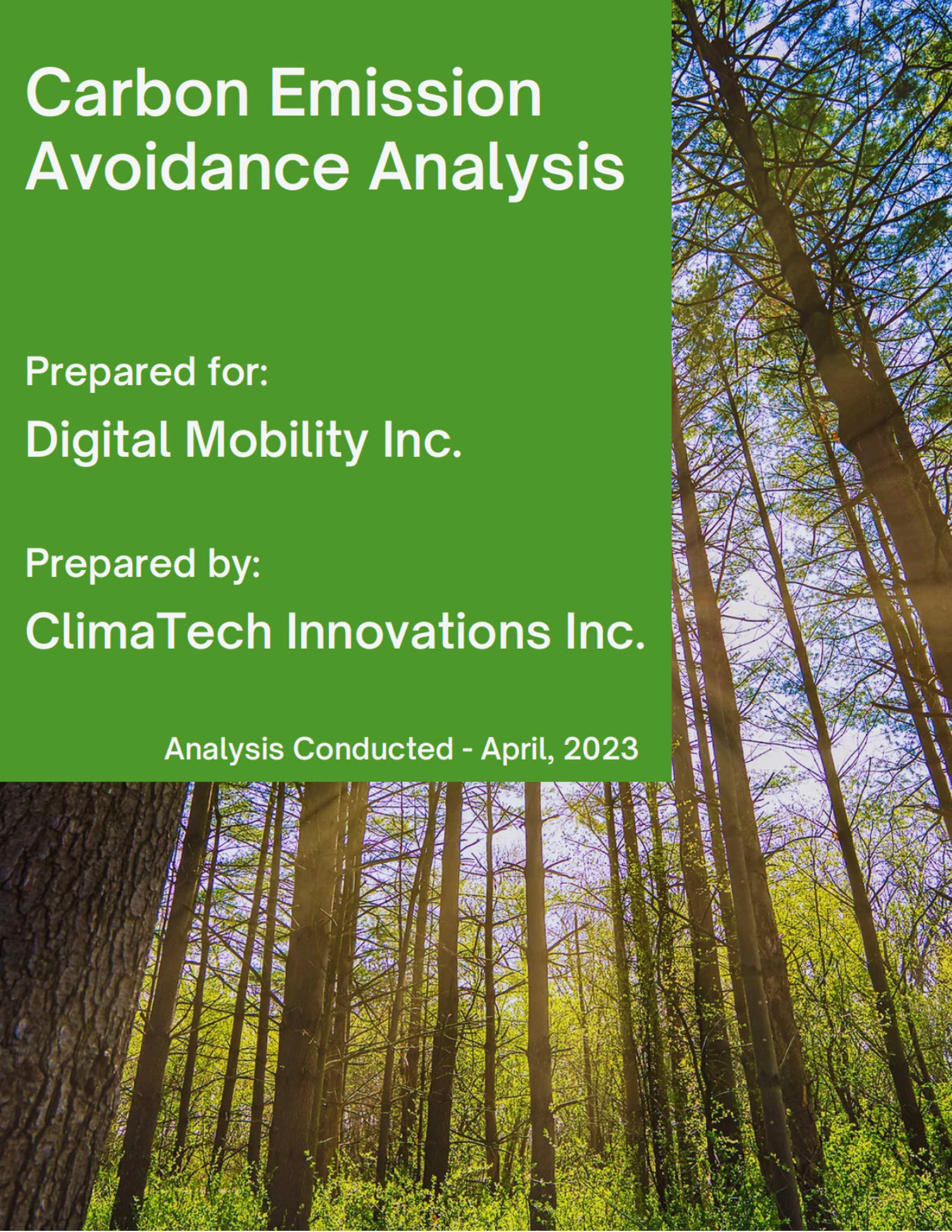


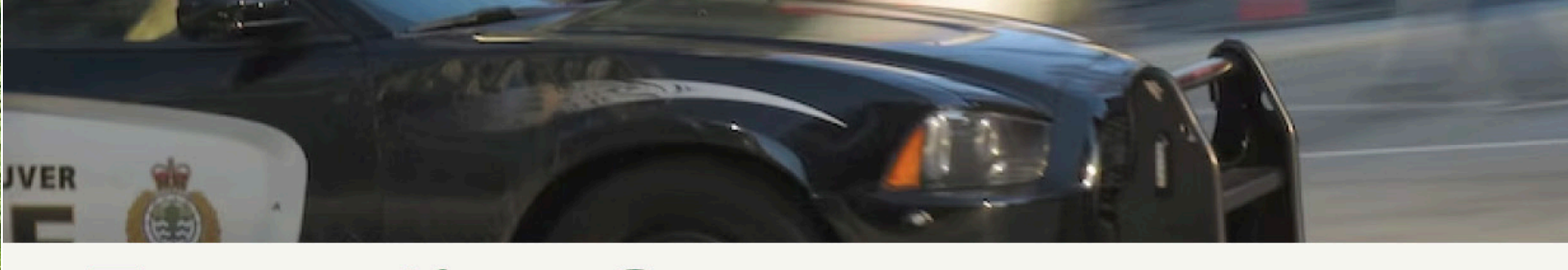
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Executive Summary

ClimaTech Innovations has conducted an in-depth analysis of the potential carbon emission avoidance impact of Digital Mobility Inc.'s (DMI) innovative Intelligent Mobile Patrol e-notes solution, which eliminates the need for traditional paper-based processes within police departments.

By digitizing workflows, the DMI app eliminates the need for physical paperwork, reducing both paper consumption and the associated energy costs of manufacturing, transportation, and disposal. Furthermore, the decreased reliance on physical storage and handling leads to a reduction in office space requirements and associated carbon emissions. Our calculations reveal that the adoption of DMI's solution has led to a significant decrease in the overall carbon emissions generated by police departments, directly contributing to their sustainability goals and making a positive impact on the environment.

In our analysis, we studied data from one police department leveraging the DMI solution and worked with experts in the department to understand and calculate the total carbon footprint of policing using the traditional process versus the footprint after implementation of DMI's technology. Utilizing data provided by DMI and the specific police department, we applied the widely recognized Greenhouse Gas (GHG) Protocol model to determine the total carbon avoidance associated with the implementation of their solution. The GHG Protocol is a comprehensive, global standard for measuring and managing greenhouse gas emissions, ensuring the accuracy and reliability of our findings.

Our analysis concludes that the Intelligent Mobile Patrol solution significantly contributes to carbon emission avoidance versus the traditional paper based method of collecting notes while police officers are on duty. Based on the data provided, we estimate:

39.8% — **Reduction in CO2e**
(Paper Based Process vs DMI Enabled Process)

2,875 — **Tons of CO2e Avoided by the Department**
(Potential range 2,611 - 3,138)

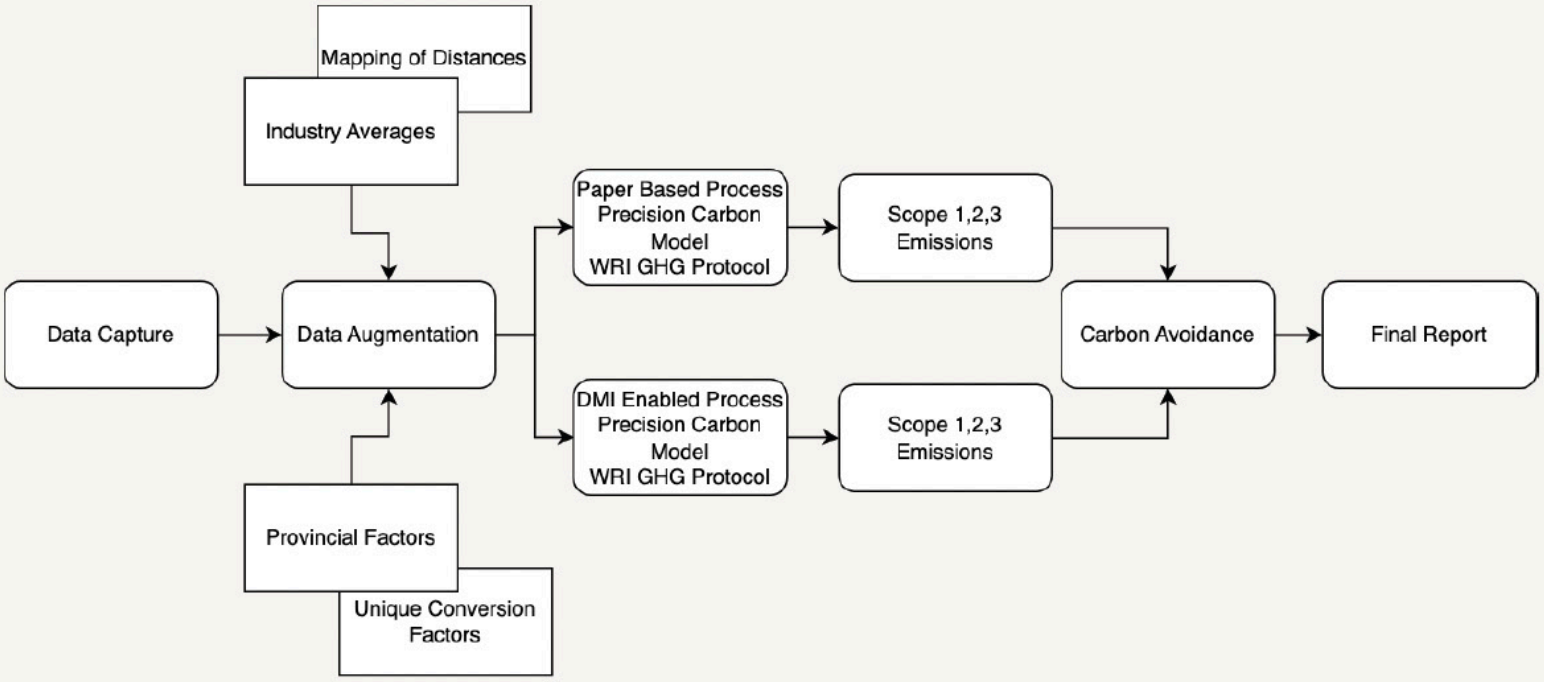
1.597 — **Tons of CO2e Avoided per License**
(Potential range 1.450 - 1.744)

Analysis Methodology

Our methodology for calculating the carbon footprint of an organization or a product is based on the World Resource Institute's Greenhouse Gas Protocol model. Data is captured through an interview with organizational staff and summarizing relevant invoices and documents. This data provides input variables for the development of the carbon footprint model. Industry standards, regional emission factors, and the nature of the data collected allows for the development of a precise carbon footprint estimation. This model summarizes values for Scope 1, 2, and 3 emissions of the organization or product.

- Scope 1 emissions are direct emissions from sources owned or controlled by the reporting organization, such as fuel combustion in owned or controlled boilers, furnaces, and vehicles.
- Scope 2 emissions are indirect emissions from the generation of purchased electricity, heat, or steam consumed by the organization or through the use of a process or product.
- Scope 3 emissions are all other indirect emissions that occur in the value chain, such as the extraction and production of purchased materials, transportation-related activities, and waste disposal.

Finally, we compile and present all of the findings and supporting data in this Carbon Footprint Analysis document.



Process Comparison

We have completed a comprehensive analysis of the carbon emission avoidance potential of Digital Mobility Inc.'s Intelligent Mobile Patrol e-notes solution, specifically targeting the notebook and paper usage processes within police departments. We have carefully examined the traditional method of operations, accounting for paper notebook consumption, storage, and transportation while also evaluating the improved solution enabled by the adoption of Intelligent Mobile Patrol e-notes. Our comparison is designed to capture key carbon-emitting steps in each process, shedding light on the environmental benefits that can be achieved through the transition to the Digital Mobility solution. By embracing this innovative solution police departments can significantly reduce their carbon footprint while streamlining operations and contributing to a more sustainable future.

Paper Based Process

- Police department buys notebooks and has them delivered to station
- Officer is dispatched to an address
- Officer takes notes in paper notebook
- Officer drives back to station early to complete paperwork up to 3x per day
- Officer scans, make 5 - 10 copies paper notebook
- Officer travels and drops off copies of notes at the end of day / during the day
- Officer submits paperwork for approval
- Open case paperwork is stored at station
- Closed case paperwork is transported to storage facility
- Paperwork placed in storage for 99 yrs
- Paperwork retrieved for review periodically
- Paperwork placed back into storage

Digital Mobility Enabled Process

- Police department buys licenses for DMI app and makes available for download on devices
- Officer is dispatched to an address
- Officer takes notes in DMI app
- Officer submits submits completed digital form with DMI app for approval
- Data from the app is stored on servers at the police station or in the cloud
- Officer drives back to station at end of shift



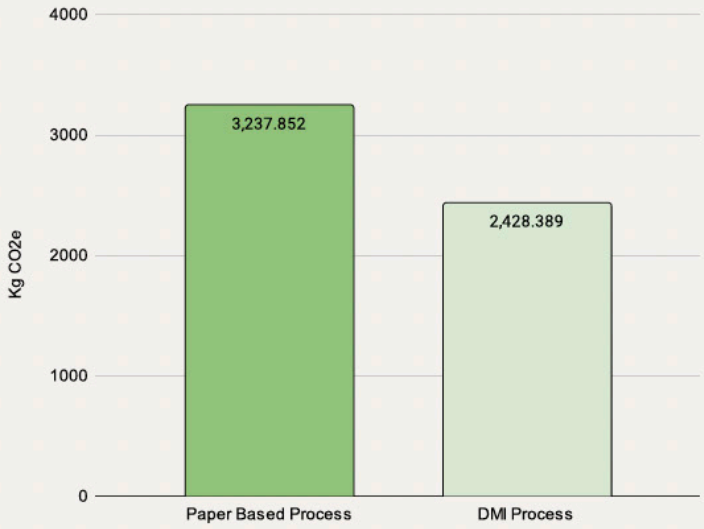
Process Comparison

Scope	Paper Based Process	DMI App Process
Scope 1.1 Stationary Combustion	0.00 kg of CO2e	0.00 kg of CO2e
Scope 1.2 Mobile Combustion	5,828,133 kg of CO2e	4,371,110 kg of CO2e
Scope 2.1 Purchased Electricity	181,182 kg of CO2e	0.00 kg of CO2e
Scope 3.1 Purchased Goods and Services	62,222 kg of CO2e	0.00 kg of CO2e
Scope 3.2 Capital Goods	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.3 Fuel and Energy Related Activities	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.4 Upstream Transportation and Distribution	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.5 Waste Generated in Operations	97,749 kg of CO2e	0.00 kg of CO2e
Scope 3.6 Business Travel	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.7 Employee Commuting	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.8 Upstream Leased Assets	1,240,236 kg of CO2e	0.00 kg of CO2e
Scope 3.9 Downstream Transportation	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.10 Processing of Sold Goods	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.11 Use of Sold Goods	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.12 End-of-life treatment of sold goods	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.13 Downstream Leased Assets	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.14 Franchises	0.00 kg of CO2e	0.00 kg of CO2e
Total Footprint	**7,246,523 kg of CO2e**	**4,371,110 kg of CO2e**
Difference / Carbon Avoided		2,875,420 kg of CO2e
Number of Licenses		1,800
Total Carbon Avoided Per Licesnse		**1,597 kg of CO2e**

Process Comparison

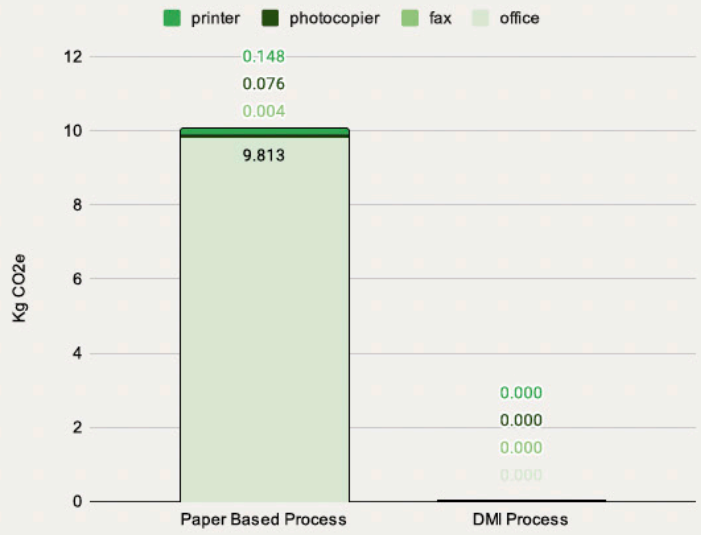
1.2 Mobile Combustion
(Reduction of 809.4 kg CO2e per license)

We have identified a total of 1,457,030 kg of CO2e avoided, which equates to 809.4 kg per license. This estimate is based on 608,690 litres of fuel being eliminated between the processes and a 25% reduction in driving resulting from the e-notes solution. As a consequence, each annual app license is associated with a decrease of 338 litres of fuel consumption.



2.1 Purchased electricity
(Reduction of 10.1 kg CO2e per license)

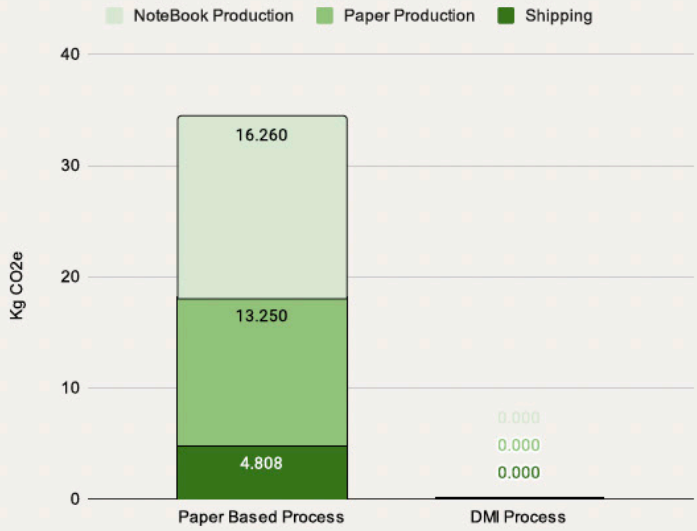
We have relied on the estimates provided to calculate a total of 18,182 kg of CO2e avoided, which equates to 10.1 kg of CO2e per license. This is based on the assumption that reduced paper usage would remove the need for two satellite offices, each measuring 768 sq. ft., as well as the reduction of 8 fax machines, 12 photocopiers, and 24 printers. The CO2e avoidance includes 17,664 kg from office closures and 518 kg from the reduction in equipment use.



Process Comparison

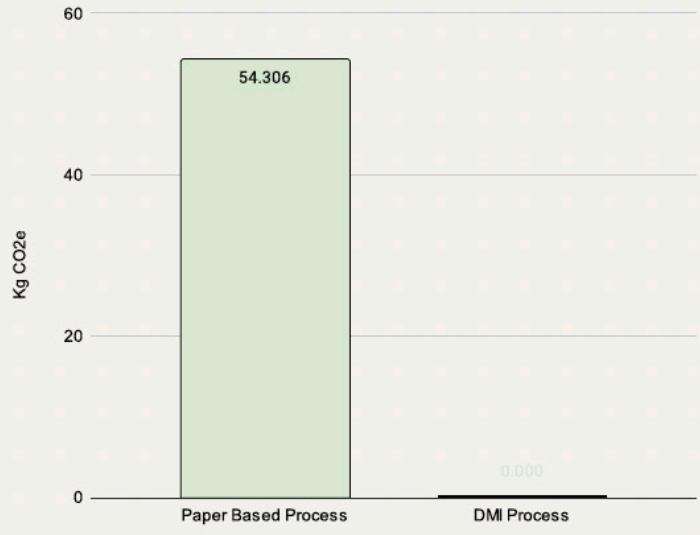
3.1 Purchased Goods and Services (Reduction of 34.6 kg CO2e per license)

A total of 62,220 kg of CO2e has been accounted for, which corresponds to 34.56 kg per license. Based on conversations with professionals using the DMI solution, the assumption has been made that each notebook contains 500 pieces of paper. The avoided emissions are distributed as follows: 24,300 Kg from 10,800 notebooks, 29,260 kg from 5.4 million pages of paper, and 8,650 kg from the procurement and shipping of paper and notebooks.



3.5 Waste Generated in Operations (Reduction of 54.3 Kg CO2e per license)

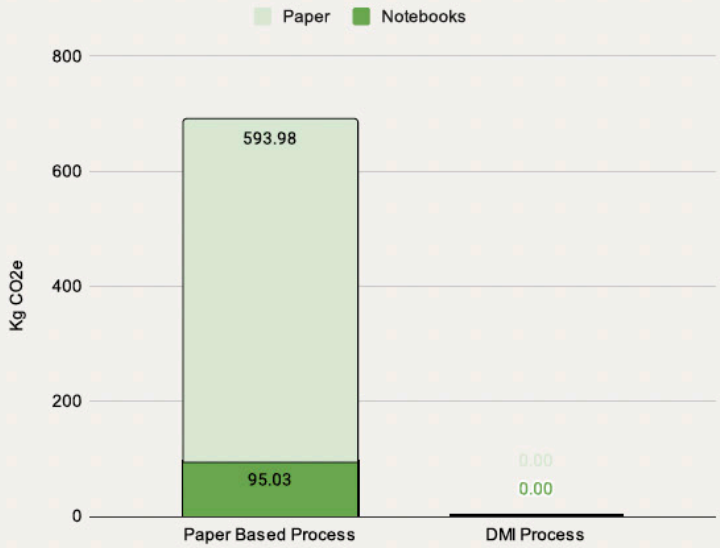
We have determined a decrease in waste-related emissions amounting to 97,750 kg of CO2e, which translates to 54.3 kg of CO2e per license. This estimate assumes that after a 99-year storage period, all paper and notebooks will be transported to a waste facility situated 30km from the storage site. The breakdown of emissions is as follows: 97,710 kg from paper disposal after storage and 40 kg from the transportation of paper for disposal.

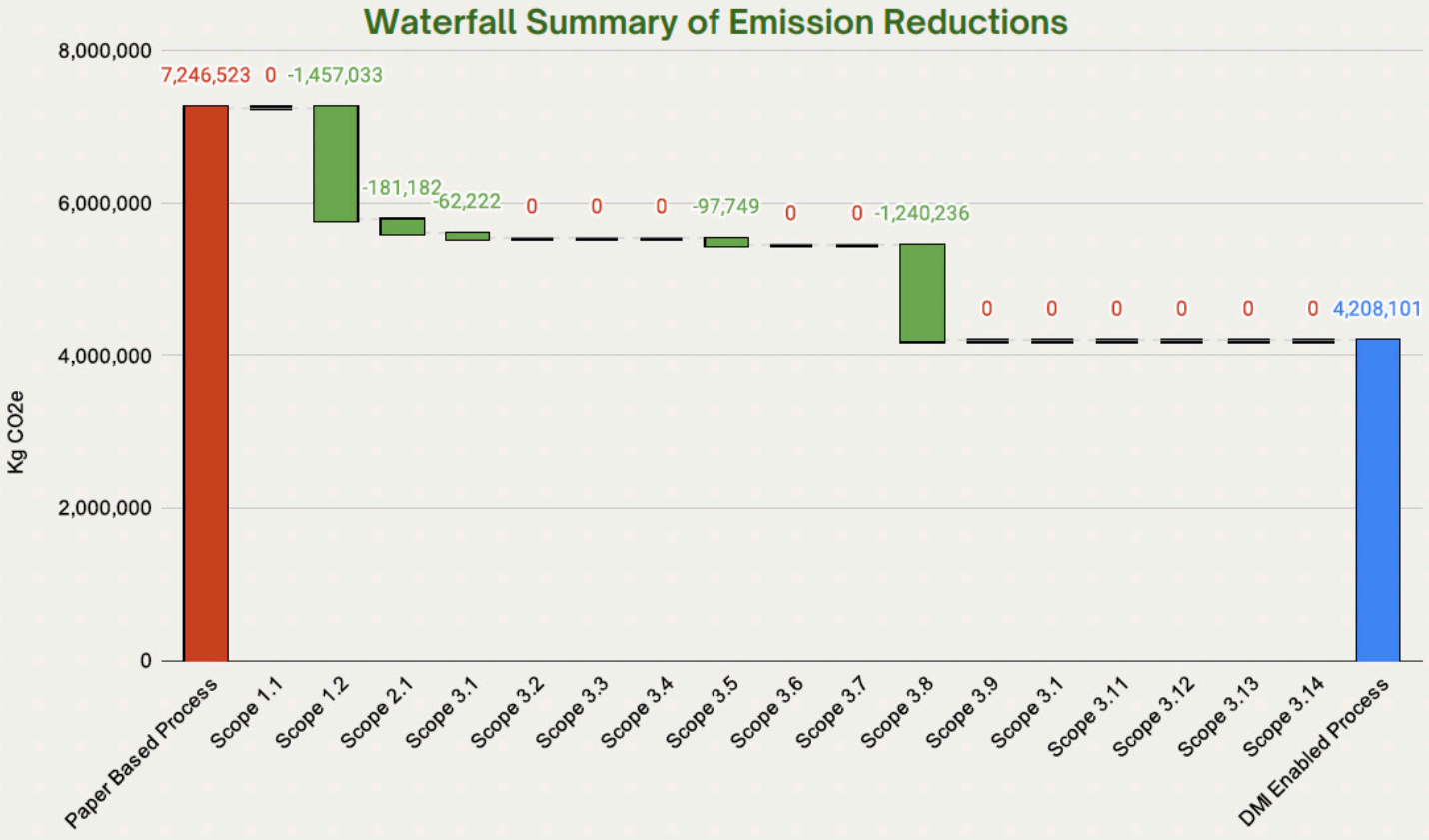


Process Comparison

3.8 Leased Assets
(Reduction of 689. Kg CO2e per license)

We have calculated a total of 1,240,240 kg of CO2e from required storage space, with an annual rate of 12,527 kg over 99 years. This amounts to 689 kg of CO2e avoided per license, based on the storage of 10,800 notebooks and 5.4 million pages of paper. 13.7% of emissions in this scope come from storing the notebooks and 86.3% of emissions come from the storage of paper.







Emission Reduction Comparisons

Each Intelligent Mobile Patrol license avoids 1.597 tons of CO2e.

- Equivalent to driving a car 6,360 kilometres (e.g., Halifax to Vancouver)
- Similar to planting and growing 27 trees for 10 years
- Comparable to the electricity used in an average Canadian home for 4 months
- Equal to avoiding one round-trip flight from Toronto to London

The police department used in this analysis avoided a total of 2,875 Tones of CO2e.

- Comparable to 38 tanker trucks of gasoline
- Equivalent to the carbon sequestered by 47,538 trees growing for 10 years
- Comparable to the electricity used in 559 homes for one year
- 132,075 propane tanks used for home barbecues





Conclusion

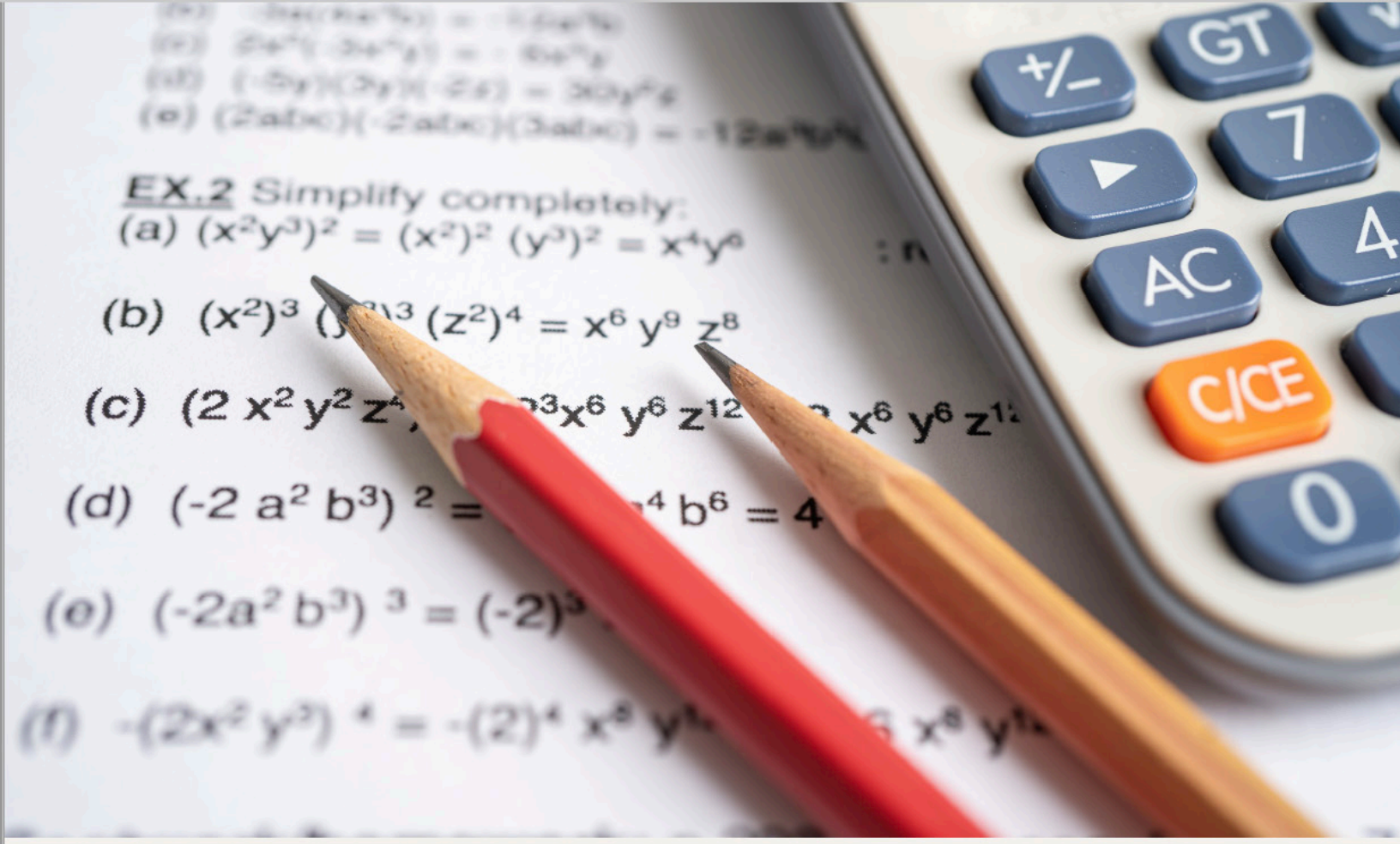
Our analysis has demonstrated the considerable carbon emission avoidance potential of Digital Mobility Inc.'s Intelligent Mobile Patrol e-notes solution, which replaces traditional paper-based processes within police departments. This innovative technology not only streamlines operations but also significantly reduces environmental impact, reflecting a strong commitment to sustainability and responsible practices.

In conclusion, we commend Digital Mobility Inc. for developing this impactful tool that addresses the growing need for eco-conscious solutions in modern organizations. We hope this report effectively highlights the environmental advantages of adopting the e-notes solution, inspiring further implementation of sustainable practices across various sectors. Thank you for entrusting ClimaTech Innovations Inc. to provide this assessment of your product's carbon avoidance potential.

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Supporting Data

The supporting data section of this report aims to provide a comprehensive overview of the relevant data, calculated results, variability, and references used to calculate the carbon emission avoidance of the Intelligent Mobile Patrol solution.

- Appendix A details the total calculated emissions for all categories as well as the calculated variability associated with each category.
- Appendix B includes all of the raw data collected in the data collection stage of analysis.
- Appendix C describes the description, exclusions, assumptions, methodology and data quality of each of the categories in the carbon footprint analysis.
- Appendix D details where conversion factors were sourced to convert raw data into carbon footprint figures.

Appendix A: Calculated Emissions and Variability

Scope	Emissions	Variability
Scope 1.1 Stationary Combustion	0.00 kg of CO2e	0.00 kg of CO2e
Scope 1.2 Mobile Combustion	1,457,033.43 kg of CO2e	+- 58,281.00 kg of CO2e
Scope 2.1 Purchased Electricity	18,181.91 kg of CO2e	+- 157.05 kg of CO2e
Scope 3.1 Purchased Goods and Services	62,222.58 kg of CO2e	+- 6,222.00 kg of CO2e
Scope 3.2 Capital Goods	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.3 Fuel and Energy Related Activities	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.4 Upstream Transportation and Distribution	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.5 Waste Generated in Operations	97,749.93 kg of CO2e	+- 7,820.00 kg of CO2e
Scope 3.6 Business Travel	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.7 Employee Commuting	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.8 Upstream Leased Assets	1,240,236.07 kg of CO2e	+- 186,035.41 kg of CO2e
Scope 3.9 Downstream Transportation	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.10 Processing of Sold Goods	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.11 Use of Sold Goods	0.00 kg of CO2e	0.00 kg of CO2e

Appendix A: Calculated Emissions and Variability

Scope	Emissions	Variability
Scope 3.12 End-of-life treatment of sold goods	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.13 Downstream Leased Assets	0.00 kg of CO2e	0.00 kg of CO2e
Scope 3.14 Franchises	0.00 kg of CO2e	0.00 kg of CO2e
Total	**2,875,423.90 kg of CO2e**	**+- 263,813.57 kg of CO2e**

Appendix B: Analysis Input Data Summary

Scope	Data
Scope 1.1 Stationary Combustion	None Reported
Scope 1.2 Mobile Combustion	Number of Vehicles: 759 Litres of Fuel Used: 2,424,760 litres Reduction in Driving: 25%
Scope 2.1 Purchased Electricity	Estimation of 2 satellite offices reduced 8 Fax machines 12 photocopiers 24 printers
Scope 3.1 Purchased Goods and Services	10,800 Notebooks 5,400,000 Pages of Paper
Scope 3.2 Capital Goods	None Reported
Scope 3.3 Fuel and Energy Related Activities	None Reported
Scope 3.4 Upstream Transportation and Distribution	None Reported
Scope 3.5 Waste Generate in Operations	10,800 Notebooks 5,400,000 Pages of Paper
Scope 3.6 Business Travel	None Reported
Scope 3.7 Employee Commuting	None Reported
Scope 3.8 Upstream Leased Assets	10,800 Notebooks 5,400,000 Pages of Paper Storage Time: 99 years
Scope 3.9 Downstream Transportation	None Reported
Scope 3.10 Processing of Sold Goods	None Reported
Scope 3.11 Use of Sold Goods	None Reported

Appendix B: Analysis Input Data Summary

Scope	Data
Scope 3.12 End-of-life treatment of sold goods	None Reported
Scope 3.13 Downstream Leased Assets	None Reported
Scope 3.14 Franchises	None Reported

Appendix C:
Data Exclusions, Attributes, Quality

Scope	Description	Excluded	Assumptions	Methodology	Data Quality
1.1	All direct stationary fuel consumption in the reporting year	Not Applicable	Not Applicable	Not Applicable	Not Applicable
1.2	All mobile fuel consumption in company owned, leased or rented emission	Fuel consumption beyond police vehicle travel	Used a reduction in travel of 25% as the average of estimated from experts	Litres of fuel converted to CO2e using kgCO2e/litre for Canadian heavy 4 door cars	Fair
2.1	Purchased or acquired energy, including electricity steam, heat, or cooling, generated off-site and consumed in the reporting year	Any reduction in electricity usage from possible main office downsizing	Assuming a 2 satellite office reduction of an estimated size of 768 square feet each for a department of the reported size as well as an assumption of 8 fax machines, 12 photocopiers, 24 printers	Electricity by usage converted to co2e using kgCo2/kWh by appropriate jurisdiction.	Low
3.1	Extraction, production, and transportation of goods and services purchased or acquired by the reporting company in the reporting year	Any transportation or delivery of services or goods beyond notebooks and paper	All deliveries were done as same day delivery by the Canada Post The assumption that each notebook is 99 pages and that each notebook equates to 500 pages of additional paper as the average of estimates from experts	Total unit count of goods purchased multiplied by average emissions per unit of goods plus the derived weight of goods multiplied by emissions per kg transported factors	Fair
3.2	Extraction, production, and transportation of capital goods purchased or acquired by the reporting company in the reporting year	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.3	Extraction, production, and transportation of fuels and energy purchased or acquired by the reporting company in the reporting year, not already accounted for in scope 1 or scope 2	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.4	Transportation and distribution services purchased by the reporting company in the reporting year, including inbound logistics, outbound logistics (e.g., of sold products), and transportation and distribution between a company's own facilities (in vehicles and facilities not owned or controlled by the reporting company)	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.5	Disposal and treatment of waste generated in the reporting company's operations in the reporting year	Waste water treatment. Any waste beyond notebooks or paper	At the end of the storage period all 10,800 notebooks and 5,400,000 pages of paper will be sent for waste processing. Waste facilities are assumed to be 30km from the storage facility	Estimated total waste converted to truck loads multiplied by assumed transportation distance. Total emissions of waste at a waste facility using New England regional average.	Fair
3.6	Transportation of employees for business-related activities during the reporting year (in vehicles not owned or operated by the reporting company)	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.7	Transportation of employees between their homes and their worksites during the reporting year (in vehicles not owned or operated by the reporting company)	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.8	Operation of assets leased by the reporting company (lessee) in the reporting year and not included in scope 1 and scope 2 – reported by lessee	Any storage of objects beyond paper notebooks and paper associated with notebooks or any other leased assets	10,800 and 5,400,000 pages of paper are stored for 99 years in banker boxes that are stacked 5 boxes high. They are stored in an industrial heated and cooled storage facility. All transportation to and from the facility is counted in Scope 1.2	Total unit count converted to number of banker boxes converted to square meters multiplied by Canadian storage industrial average	Fair
3.9	Transportation and distribution of products sold by the reporting company in the reporting year between the reporting company'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)	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.10	Processing of intermediate products sold in the reporting year by downstream companies (e.g., manufacturers)	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.11	End use of goods and services sold by the reporting company in the reporting year	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.12	Waste disposal and treatment of products sold by the reporting company (in the reporting year) at the end of their life	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.13	Operation of assets owned by the reporting company (lessor) and leased to other entities in the reporting year, not included in scope 1 and scope 2 – reported by lessor	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.14	Operation of franchises in the reporting year, not included in scope 1 and scope 2 – reported by franchisor	Not Applicable	Not Applicable	Not Applicable	Not Applicable
3.15	Operation of investments (including equity and debt investments and project finance) in the reporting year, not included in scope 1 or scope 2	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Appendix D: References & Sources

Methodology

1. Green House Gas Protocol, https://ghgprotocol.org/

Conversion Factors

- Vehicle Travel
  - EPA,GHG Emission Factors Hub 2023, Table 3, 2020 values
  - https://www.epa.gov/system/files/documents/2023/03/ghg_emission_factors_hub.pdf
  - UK Department for Business Energy & Industrial Strategy,Greenhouse gas reporting: conversion factors 2022, Table 28,
  - https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2022
- Electricity
  - Canada's National Inventory Report 1990-2020: Greenhouse Gas Sources and Sinks in Canada, Part 3, Table A13-5, 2020 values
  - https://publications.gc.ca/collections/collection_2022/eccc/En81-4-2020-3-eng.pdf
- Warehouse Storage
  - https://edg.epa.gov/metadata/catalog/search/resource/details.page?uuid=https://doi.org/10.23719/1517796
- Spending
  - Notebooks
    - https://constellation.uqac.ca/id/eprint/3168/
  - Paper, Production and Disposal
    - https://zenodo.org/record/5589597#.Yh9_Zi8w1ao
  - Shipping
    - Canada Post, How can last-mile e-commerce delivery be made more sustainable?, Figure 2
    - https://www.canadapost-postescanada.ca/cpc/doc/en/aboutus/reports/corporate/19913-last-mile-flyer-en.pdf



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End of Report