National Carbon Offset Standard Carbon Neutral Program **Public Disclosure Summary**





An Australian Government Initiative

COMPANY NAME: Carbon Market Institute

EVENT PLANNING PERIOD: January – May 2017

DATE OF EVENT: 2-3 May 2017

Declaration

To the best of my knowledge, the information provided in this Public Disclosure Summary is true and correct and meets the requirements of the National Carbon Offset Standard Carbon Neutral Program.

| [Sign here] [Date] | 27/4/2017 |
|-------------------------|-----------|
| [Name of Signatory] | |
| [Position of Signatory] | |



Page 1/11

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1. Carbon neutral information

Introduction

The Carbon Market Institute (CMI) has chosen to obtain carbon neutrality for its 4th Australasian Emissions Reduction Summit, occurring from 2-3 May 2017. The Emission Reduction Summit involves Australian and international corporations, service providers, financiers and investors, technology developers, research & education leaders and federal, state and local governments. The summit provides a platform for leaders in these fields to discuss the oncoming opportunities and challenges of economic growth in a low carbon economy.

This is the second time that the Emissions Reduction Summit has obtained certified carbon neutral status under the National Carbon Offset Standard and Carbon Neutral Program.

This inventory has been prepared based on the National Carbon Offset Standard, and in accordance with the World Resources Institute's Greenhouse Gas Protocol and ISO 14064-1, which are internationally recognised standards for greenhouse gas accounting and reporting. Greenhouse gases considered are the seven main Greenhouse Gases (GHGs) that contribute to climate change, as covered by the Kyoto Protocol and the Greenhouse Gas Protocol: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF₆) and nitrogen trifluoride (NF₃).

The event's system boundary goes beyond a financial or organisation consolidation approach, as it includes emission sources that are under the control or influence of the CMI, are owned or shared by the CMI, occur as a consequence of the event (associated emissions) where it is reasonably possible to estimate these emissions, and that are of high stakeholder interest. Hence, the entities included are the Carbon Market Institute; event organisers including all employees and contractors of the entity responsible for the event, all speakers and sponsored guests; and sites including the Melbourne Cricket Ground as the event's venue, and various hotels close to the Melbourne Central Business District for organiser and speaker accommodation. Under this system boundary, the carbon calculation for the event has considered the following range of emission sources for both the event and pre-event preparations: energy consumption at the venue; energy consumption from accommodation of organisers and speakers; additional fuel use; fleet vehicles; travel via car, taxi and public transport for organisers, speakers and attendees; air travel for organisers and speakers; food and catering; freight; paper and printed promotional material; and waste going to landfill.

Emission sources within certification boundary

Quantified sources

The following emission sources have been included:

- Electricity from the venue.
- Electricity from accommodation for organisers and speakers.
- Travel via car and taxi by organisers, speakers and attendees.
- Travel via public transport by attendees.
- Air travel by organisers and speakers.
- Freight.
- Food and catering.
- Paper.
- Waste to landfill.

Non-quantified sources

The following emission sources have not been quantified.

Attendee travel & accommodation

The Carbon Market Institute has chosen not to quantify all emission sources relating to attendee travel and accommodation.

Although it is likely that these emissions would be quite large, reasonably accurate estimated quantifications were not considered possible for the amount of air travel and accommodation that would be attributable to attendees.

In addition, the guidance for carbon neutral events (as advised by the Department of Environment) allows for event organisers to decide whether to take responsibility for the travel and accommodation emissions of their attendees, or to leave that responsibility in the hands of the attendees themselves.

The Carbon Market Institute has however opted to include a portion of attendee ground travel by including travel to and from the event from the Central Business District of Melbourne over the two days in their footprint calculation.

Diagram of certification boundary



Sensitivity Analysis

Energy Consumption

Electricity consumed for the venue

It is extremely unlikely that the venue for this event will be changed. If a change of venue did occur, it is probable that the event would take place in a similar venue with similar distance from the Melbourne Central Business District (CBD) and would also have similar energy intensity and electricity consumption over the same period of time. Contributing only approximately 8% to the overall emissions, it is therefore unlikely that an alteration in venue would have a discernible increased effect on emissions from electricity consumed from the venue.

Energy consumed for accommodation

Electricity from accommodation only contributes approximately 4% of emissions to the overall event footprint. The number of room nights is calculated from 40 speakers staying two nights each and approximately half of the speakers are from out of town. These emissions could be influenced by the cancellation of speakers for the event. In this case it is more likely that emissions would decrease, as visiting speakers would most likely be replaced with locally-based speakers who could utilise the same pre-booked accommodation.

Transport

Air travel

Air travel to and from the event is the largest contributor to overall calculated emissions, making up approximately 70%. There is a possibility that a small number of speakers or guests may cancel their attendance, with replacement speakers invited in their place. In this scenario it is more likely that emissions from air travel would decrease. If cancellations occur, replacement speakers are typically sourced locally. In this scenario, even if flights were required for replacement speakers they would probably be similar or shorter distance flights than the flights currently booked. The majority of flights are from Sydney, Australia (approximately 42% with 24 flights), with another 33 from other areas of Australia, and several flights each from Europe, Asia, Oceania and the United States of America.

Car and taxis

Emissions from cars and taxis contributed to around 1% of the total emission calculation for the event, and therefore a change in emissions would be unlikely to have an extreme increase in the event's emissions.

While some distances to be travelled by car are known, the largest contributor to car and taxi travel emissions was from the assumption that 200 attendees would utilise taxis for a distance of 5km return for each day of the two day event. It is possible that a higher or lower number of attendees may utilise taxi transport to the event, or for longer distances. In the case the amount of attendees travelling by taxi would double, an additional 0.9 tCO_2e would be emitted.

In addition, taxi travel was estimated for speakers, assuming half of the speakers travelling 5 km return over one day and the rest of the speakers travelling 5 km return over the two day event. It is likely that these speakers will utilise a taxi service, and as the majority would be accommodated close to the Melbourne CBD, which is located approximately 2.4 km by road from the Melbourne Cricket Ground, it is unlikely that larger distances will be covered by taxis for speakers.

It is unlikely that a change of venue would occur, as discussed above. However, a change of venue would alter the distances travelled by car and taxis to the event. However, in this situation it would be probable that an alternative venue with a similar proximity to the Melbourne CBD would be utilised, therefore with similar distances travelled by all attendees.

Light rail and national rail

It has been assumed that 125 attendees will travel to the event by light rail and another 125 attendees by national rail from the Melbourne CBD to the venue and return, an estimated distance of 2 km one way. If a higher proportion of attendees travelled to the venue by light rail or national rail, this would most probably result in a decrease in total emissions, as public transport options are less carbon intensive than other options such as car and taxi. Inversely, the possibility of a higher proportion of attendees travelling by taxi or car instead has been analysed above, with a probably increase in emissions.

It is unlikely that a change of venue would occur, as discussed above. However, a change of venue would alter the distances travelled by public transport to the event. However, in this situation it would be probable that an alternative venue with a similar proximity to the Melbourne CBD would be utilised, therefore with similar distances travelled by all attendees.

Freight

Emissions from freight have contributed less than 1% to the total emissions for the event. While this could potentially rise, it is extremely unlikely that this would have a major influence on the total event emissions as freight typically produces insignificant amounts of emissions.

Food

Food is the second largest contributor to the event's footprint, making up 17% of total emissions. An increase in the amount of food contracted is unlikely, with the purchase of set menus and beverage packages.

Morning tea, afternoon tea and lunch are assumed for 55% of attendees for two days. In addition 400 meals of canapés, dinner and desserts are assumed including three drinks per person. If the all meals were assumed for 100% of the attendees (500 attendees) the emissions would increase by 7.9 tCO₂e. If it in addition also would be an increase in attendance by 10% another 2.5 tCO₂e would be added to the total emissions. Assuming both scenarios above the potential increase in total emissions is 10.4 tCO2e.

Paper

Paper consumption contributed less than 1% to the total emissions of the event. The amount of paper consumption is unlikely to change, with a predetermined number of documents with known page lengths provided to attendees.

Waste

Emissions from waste contributed less than 1% of the total event emissions. An estimate was provided that each of the 500 attendees would produce 0.2 kg of general waste per day. Doubling this weight increases the total footprint by an additional 0.3 tCO₂e, with an increase of less than 1% of the total event emissions. Therefore, it is unlikely that an increase in waste production will have a significant impact on the total event emissions.

| Table 1. Changes in annual reporting since the previous reporting period | | | | | |
|--|--|--|--|--|--|
| Type of change | Comments | | | | |
| Emissions source changes | | | | | |
| No changes | No changes in emission sources. | | | | |
| Method changes | | | | | |
| Flight methodology change | The methodology of calculating flight emissions has been updated since the previous reporting period. Emissions from flights are calculated using factors from what we believe are the most respectable international scientific sources. Flight emissions are calculated using emission factors published in 2016 by the UK Government Department of Environment, Food & Rural Affairs (DEFRA). These emission factors include a distance uplift of 8% to compensate for planes not using the most direct route between airports and the multiplication of approximately 1.9 to include the effect of radiative forcing and therefore consider the full global warming impact of air travel. The change of emission factors will result in a decrease in emissions and the results of the reporting periods should not be compared without some adjustments. | | | | |
| Data quality changes | | | | | |
| Food and beverage consumption data | In the previous reporting period food and beverage consumption was reported in total amount spent on food. For this year's event, data was provided in number of meals and hence the quality of the data was improved. | | | | |
| Boundary changes | | | | | |
| No changes | No changes in system boundaries. | | | | |
| Output changes (growth/decline) | | | | | |
| Decline in emissions | The emissions have declined by 118 tCO ₂ e compared to previous reporting period, which is mainly due to the changes discussed above. | | | | |
| Other | | | | | |
| | | | | | |

2. Changes since last report

3. Emissions reduction measures

Emissions reduction strategy

Opportunities to reduce emissions during the planning, organisation and duration of the event include the following:

- Use of recycled paper in all printed material produced by CMI (e.g. delegate booklet/program and flyers).
- Electronic registration (EventBrite) and scanning, as opposed to paper system.
- Optimised ordering for catering. CMI orders catering for 55 per cent of total delegates to reduce wastage. This is due to not all delegates being present for meals and optimises efficiency of catering.
- Accommodation for staff close to venue to minimise transport distances.
- Use of public transport to venue promoted to delegates and for use by staff.
- Procurement of carbon neutral wine from Ross Hill for drinks and dinner.
- Use of carbon neutral fish in 50 per cent of dinner main course (200 serves).

4. Emissions summary

| Table 2. Emissions Summary | | | | |
|----------------------------|---|--------------------|--|--|
| Scope | Emission source | tCO ₂ e | | |
| 3 | Electricity from the venue location | 7.92 | | |
| 3 | Electricity from accommodation (organisers & speakers) | 3.97 | | |
| 3 | Travel by car, taxi, light rail and national rail (organiser & speaker travel; attendee travel from CBD to venue) | 1.32 | | |
| 3 | Air travel (organisers & speakers) | 68.48 | | |
| 3 | Freight | 0.00 | | |
| 3 | Food & catering | 16.54 | | |
| 3 | Food & catering – additional 10% of attendees | 10.34 | | |
| 3 | Food & catering – carbon neutral fish and wine | 0.00 | | |
| 3 | Paper | 0.05 | | |
| 3 | Waste to landfill | 0.28 | | |
| Total Gross Emissions | | 106.53 | | |
| GreenPower or retired LGCs | | 0.0 | | |
| Total Net Emissions | | 106.53 | | |

5. Carbon offsets

Part A. Offsets summary

On top of the event's original footprint calculation the CMI has chosen to voluntarily include an additional 10.4 tCO2e in the total amount of carbon offsets retired for the event's carbon neutral. This ensures that the event's footprint calculation is conservative in respect to all

emission sources. With this buffer, the total amount of carbon credits offset for the event was $107 \text{ tCO}_2\text{e}$.

| Table 3. Offsets Summary | | | | | | |
|---|--------------|-----------------------|--|--|--|--|
| Offset type and registry | Year retired | Quantity | Serial numbers | | | |
| VCUs <u>VCS registry</u> | 2017 | 54 tCO ₂ e | 4296-181933937-181933990-VCU- 006-APX-ZW-14-902-01072012- 31122012-1 | | | |
| NKACCUs | 2017 | 53 tCO₂e | 3,745,549,601-3,745,549,653 | | | |
| Total offsets retired | | | 107 tCO ₂ e | | | |
| Net emissions | | | 0 | | | |
| Total offsets held in surplus for future years: | | | 0 | | | |

Part B. Offsets purchasing and retirement strategy

Offsets have been purchased and retired upfront for this event.

Part C. Offset projects (Co-benefits)

54 tCO₂e have been offset using carbon credits certified against the VCS (Verified Carbon Standard) from the Kariba REDD+ Forest Protection project in Zimbabwe. 53 tCO₂e have been offset using Australian Carbon Credit Units from the Quilpeta Regeneration Project.

Zimbabwe has been torn apart by war, civil unrest, economic collapse and population growth. Over the past twenty years desperate communities have delved deeper into the forests, clearing for farming and fuel for their rudimentary homes. More than a third of Zimbabwe's majestic forests are now gone. The project ensures that 785,000 hectares of forest and wildlife on the southern shores of Zimbabwe's Lake Kariba are now being protected. Beyond saving the environment, a range of activities support the independence of local communities. Agricultural workshops, low-emission brick-making, establishing fast-growing fuel-wood plantations, and ecotourism provide employment and protect endemic wildlife including endangered Black Rhinos.

The Quilpeta Regeneration Project promotes the regeneration of native forest on Australian farmland. Located in the Quilpie Shire of southwest Queensland, the area is characterised by stunning red earth, flat plains and mulga trees. The local environment has long suffered from grazing and irrigation pressure, invasive species and erosion. Before this project, agricultural activities placed unsustainable pressure on the property's land. A number of more sustainable farming practices have been adopted to

improve the quality of the land, and allow the forest to regrow. These include using helicopters to humanely muster and remove feral goats from the property, and the cessation of mechanical clearing. The additional revenue from the sale of Australian Carbon Credit Units allows the proponents to remain on their land and continue to manage their farm, despite the many difficulties today's Australian farmers face.