# PUBLIC DISCLOSURE STATEMENT

AIR BP AUSTRALIA
(a related body corporate of bp Australia Pty Ltd)

SERVICE CERTIFICATION
FY2019-20

Australian Government

# Climate Active
# Public Disclosure Statement

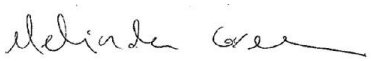
An Australian Government Initiative

NAME OF CERTIFIED ENTITY: Air bp (a related body corporate of BP Australia Pty Ltd)

REPORTING PERIOD: 1 July 2019 – 30 June 2020

**Declaration**

To the best of my knowledge, the information provided in this Public Disclosure Statement is true and correct and meets the requirements of the Climate Active Carbon Neutral Standard.

Signature  Date 25 May 2021

Name of Signatory: Melinda Green

Position of Signatory: Technical & Operations Senior Manager Asia Pacific

Australian Government
Department of Industry, Science, Energy and Resources

# 1. CARBON NEUTRAL INFORMATION

## Description of certification

The achievement and commitment for carbon neutrality covers all Air bp **Into-Plane services at Airport Fuel Facilities** across the network.

This Public Disclosure Summary (PDS) includes Australian activities associated with Air bp's certification under the Carbon Neutrality program, and after a gap assessment establishes the equivalence or variance between Climate Active Carbon Neutral Standard and PAS2060 requirements. This Climate Active PDS should be read in conjunction with Air bp's publicly available Qualifying Explanatory Statement under PAS2060 and the Independent Assurance Statement which can found in via the website: https://www.bp.com/en/global/air-bp/low-carbon/carbon-neutral-operations.html

The functional unit of the services is $tCO_2$-e per Million-Liters (ML) of aviation fuel sold.

*"Being Climate Active provides our customers an option for a carbon neutral service and encourages them to be Climate Active themselves."*

## Organisation description

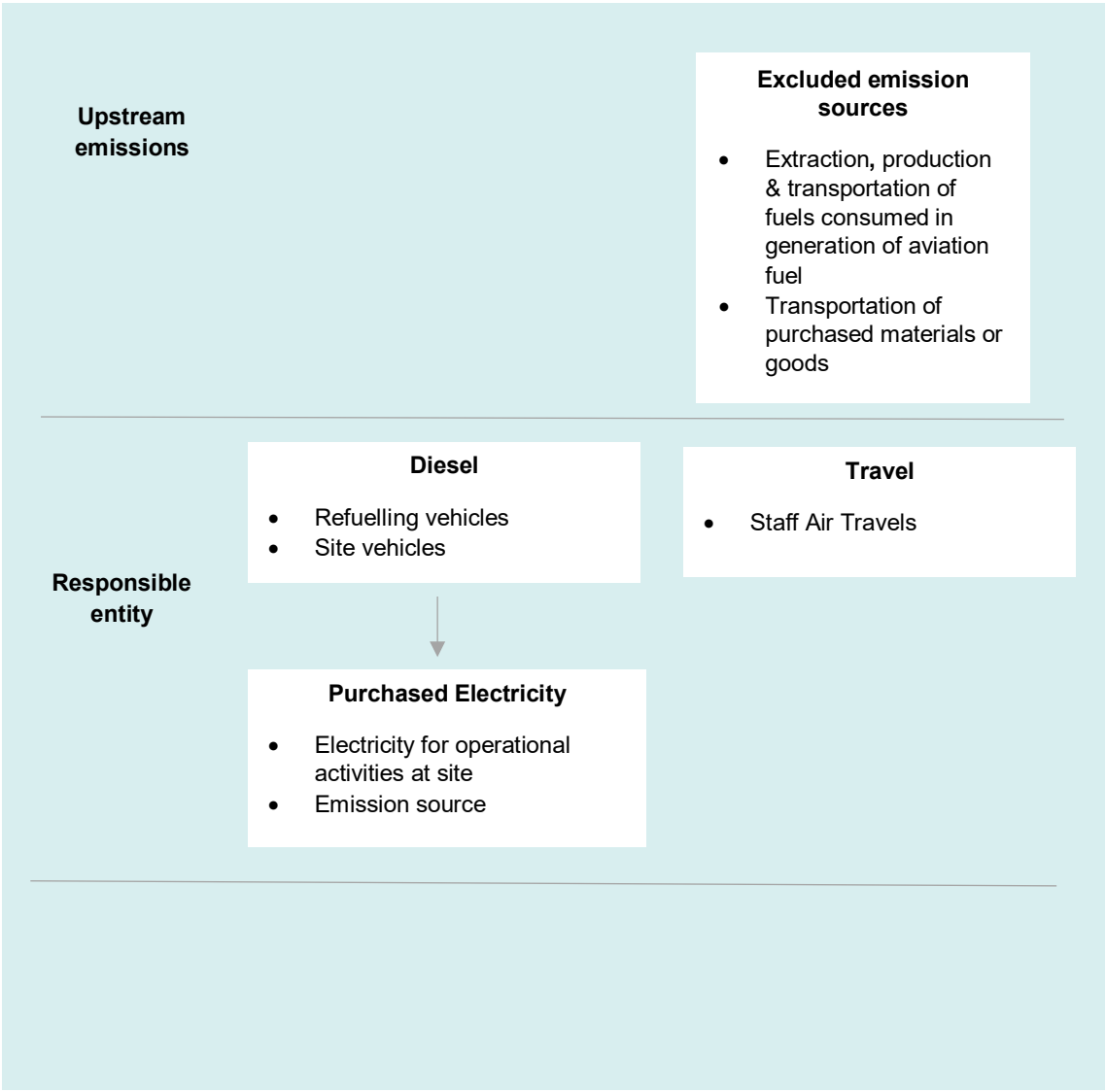
Air bp is an aviation fuel distribution business that delivers high-quality into-plane services on airfield sites delivering jet fuel and aviation gasoline into aircraft wings to meet the needs of our commercial airlines and general aviation customers.

The international Air bp business (Air bp Limited®) has achieved carbon neutrality for their Into-Plane services globally at airport fuel facilities across the global network under PAS2060 for the periods of 1st July 2014 – 30 June 2020 with a commitment to remain carbon neutral 1st July 2020 – 30 June 2022.

Bp Australia Pty Ltd is the legal entity which operates for Air bp in Australia. Bp Australia Pty Ltd and Air bp Limited® are all fully owned subsidiaries of bp plc, both are noted on the ABN register.

## Service process diagram

The following diagram is cradle to gate. Cradle to grave was not used because used as the certification includes the into-plane services to supply aviation fuel supplied to customers. The fuel use efficiency is controlled by consumer and is outside the boundary of the into-plane services. However, Air bp remains committed to developing better, cleaner more sustainable aviation fuel.



# 2. EMISSION BOUNDARY

## Diagram of the certification boundary

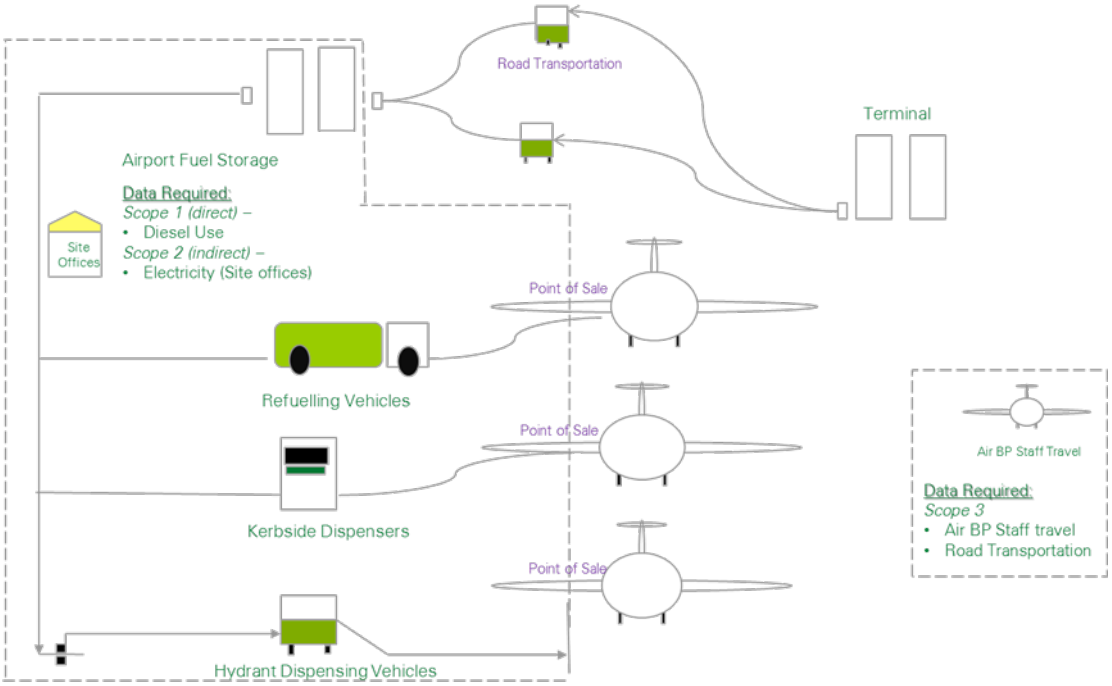



*Figure 1 Boundaries associated with Air bp Operated Site with GHG Emissions*

Note : Some sites will not have certain activities captured if they are outside the organization's operational control boundary (i.e. for example, Brisbane Airport Hydrant is not operated by Air bp and therefore the electricity consumed from storage to hydrant is not captured, Sydney Airport Depot is not operated by Air bp so the electricity consumed for fueller loading from storage is not captured). Air bp's operating boundary may change from time to time because of changes in operated activity and new sites, the commitment from Air bp is to introduce carbon neutrality to those sites and activities as these changes occur.

**Quantified**

*Purchased Electricity*

*Transportation of sold products*

*Employee business Air Travel*

*Employee energy consumption for site-based office employees*

*Energy consumption of operations of assets leased by or owned by Air bp*

**Non-quantified**

*Employee Road travels*

*Employee commuting to and from work*

*Transportation of waste*

*Waste Disposal*

**Excluded**

*Generation of electricity is consumed in Transportation & Distribution system*

**Non-attributable**

*Extraction and production of purchased materials and fuels*

*Transportation of purchased materials or goods*

*Operations of Investments (including equity and debt investments and project finance)*

*Purchase of electricity that is sold to an end user*

*Extraction, production & transportation of fuels consumed in generation of aviation fuel*

*Non-operated Joint Venture emissions*

## Attributable non-quantified sources

**Employee road travel -** Air bp has employees globally and data is difficult to obtain therefore difficult to assess and subject to change. Road travel is immaterial compared to business air travel emissions. The pandemic has also prevented employees to commute.

**Employees commuting to and from work -** Air bp has employees globally with multiple work arrangements (i.e. part time, Homebase, shared office facilities). The pandemic has also prevented employees to commute to office. Emissions from staff commute is immaterial in relations to the boundaries of into-plane services.

**Transportation of waste** - Waste generated from sites is not considered to be material to measure and report therefore transportation of waste is not considered to be material.

**Waste Disposal -** Air bp operates under waste management principles of hierarchy - reduce, re-use and recycle. Waste generated from sites is not considered to be material to measure and report. All Air bp operated sites contain Product Recovery System at airport depot storage and aviation fuels meet strict international product cleanliness requirements therefore minimal wastes are produced and emissions from waste disposal is not material.

*"Air bp's commitment to carbon neutrality is based on a good understanding of the science of climate change, market research and call for action from customers."*

## Excluded sources (within certification boundary)

**Generation of electricity is consumed in Transportation & Distribution (T&D) system -** Scope 3 emissions for Transportation and Distribution (T&D) losses were difficult to collect. Australia footprint is calculated as part of a global PAS2060 program. T&D was assessed globally as immaterial and therefore excluded from the carbon inventory.

## Non attributable sources (outside certification boundary)

**Transportation of purchased materials or goods** - Activities for all logistics in delivering fuel into airport storage facilities are not managed by Air bp in Australia, not under direct operational control or within Air bp's boundary therefore kilometers travelled, and related activities are excluded.

**Extraction and production of purchased materials and fuels** - Emissions from the production of aviation fuels are not under direct operational control or within Air bp's boundary as Air bp do not own or operate any refineries that is responsible for the production of aviation fuel.

**Operations of Investments (including equity and debt investments and project finance)** - Emissions associated with manufacturing vehicle for replacement activities are excluded as carbon footprint for manufacturing process are not publicly available and believed to vary significantly between Original

Equipment Manufacturer (OEM). Without the availability of a clear standard or expertise in manufacturing or verifiable data, it is not viable to measure and offset in the boundary Vehicles also have a lifecycle of greater than 20 years.

**Purchase of electricity that is sold to an end user** - Energy consumption of from purchased electricity is not applicable to Air bp's into plane operations.

**Extraction, production, and transportation of fuels consumed in the generation of aviation fuel** - Energy consumption from the production of Aviation Fuels is excluded from the Air bp's boundary. Aviation products are sourced from various sources globally, data cannot be collected, and extrapolation of the data cannot be determined.

**Non-operated Joint Venture (NOJV) emissions** - Emissions for sites where Air bp is in joint ventures are excluded as due to competition law reasons, data cannot be accessed by Air bp. NOJV is outside bp's emission boundary.

# 3. EMISSIONS SUMMARY

## Emissions reduction strategy

Air bp aims to reduce the total carbon footprint Intensity by 5% over 10 years (commenced in 2016). Air bp is committed to reduce its carbon footprint through with industry and technology opportunities. The carbon management plan is presented at Air bp's annual leadership meeting in third quarter each year where the progress of carbon reduction and energy efficiency are the operation is reviewed along with energy reduction options and initiatives.

Air bp's strategy for achieving carbon reduction is divided into four main themes – 1) Asset Integrity Management, 2) Alternative Fuels, 3) The Way we Operate and 4) Influence and other initiatives.

A series of projects under each theme are being set up with the aim of driving the business towards carbon reduction across the network as well as communicate the importance of carbon reduction to relevant stakeholders.


## Emissions over time

This section compares emissions over time between the base year and current year.

**Table 1**

| **Emissions since base year** | | | | | |
|---|---|---|---|---|---|
| | Base year: 2015-16 | Year 1: 2016-17 | Year 2: 2017-18 | Year 3: 2018-19 | Current year Year 4: 2019-20 |
| Total tCO2e | 2425 | 2820 | 3170 | 2689 | 2438 |

## Emissions reduction actions

**Vehicle Start Stop Technology**

Air bp has initiated a series of trials for start/stop technology installed on aircraft refuelling vehicles which allows automatic switching on/off the vehicle's engine when the vehicle is not in motion. The trials implemented at several locations have found a reduction in diesel consumption of up to 35% which translates to scope 1 emission reduction.

Air BP will now start nationwide implementation of start/stop technology into our fleet of refuelling hydrant dispenser vehicles. Further project work is continuing into options of implementing this technology into refuelling tanker vehicles.

**Vehicle Replacement Program**

Air bp's technical working group updated vehicle specifications to consider the effects of vehicle emissions. Air bp's global vehicle replacement strategy requires new vehicles to be built accordance to this specification. Replacing inefficient vehicles with new and lower emission reduces overall carbon footprint for the operation.

Global efforts led by vehicle technical authorities from all regions to review vehicle efficiency. New vehicle deliveries are now progressively arriving in our operations. During 2019-2020 period, two vehicles were completed and commissioned for service; four industry vehicles (2017 build) were also procured and orders were also placed due to enter service in 1Q2021. These all support the growth of the business with a modern fleet and the retirement of older generation vehicles.

**Electric Refuelling vehicles**

Electric powered vehicles have been in use in Air bp operations for more than 10 years. They offer zero emission at airport level and the lead-acid batteries can be recycled at the end of the battery life. The first electric dispensers were built in 2002 Australia (in operation at both Darwin and Brisbane airports). Air bp has been investigating opportunities to expand our electric vehicle fleet further and moving away from combustion engine vehicles during this application period.

Ongoing Emissions Reduction Plan

Other projects in Air bp's work plan to reduce emissions for the commitment period are:

- Implementation of Variable Speed Drives for electric motors – In Air bp's Airside Operations, one of the most energy intensive pieces of equipment is the motor associated with operating fuel hydrant pumps. A variable speed drive is a piece of equipment that regulates the output of an electrical motor by controlling the power based on demand.

- Biofuel - Air bp has plans to explore options of using biodiesel for its fleet of fuelling vehicles.

- Energy Efficiency Assessment – Continuous Improvement is an important for Air bp to drive efficiency in our operations. Air bp plan to roll out an energy efficiency assessment to help identify efficiency opportunities at operational sites through different technological options and practices to put in place to reduce carbon emission intensity.

**Influence & Other Initiatives**

The effects of the Covid-19 pandemic have resulted in significant reduction of aviation activities. Air bp is also adapting to new virtual ways of working that is impact of the pandemic, associated travel restrictions and decreased business air travels. These changes will likely result in sustainable carbon savings over future years.

## Functional units

**Table 2**

| | **Number of functional units** |
|---|---|
| *a) Number of functional units sold this period* | 1478.47 |

## Emissions summary (inventory)

**Scope 1 & 2 Emissions**

Figure 1 Boundaries associated with Air bp Operated Site with GHG Emissions illustrates various types of Into-plane services offered by Air bp Operated sites. There are three main types of into-plane services:

1) Hydrant operation – Aviation fuel is delivered into an aircraft via an underground hydrant with the use of refuelling vehicles known as hydrant dispensers.
2) Refueller Operation - Aviation fuel is delivered into aircraft via refuelling vehicles known as refuellers. Refuellers operate on airfield carrying bulk fuel on airfields servicing aircrafts.
3) Kerbside Operation – Aviation fuel is dispensed via customer self-serve kerbside dispenser units.

To quantify Air bp's carbon footprint, an emission model has been developed which models the carbon footprint for the 3 types of operations.

**Scope 3 Emissions**

Air bp has elected to include the emission from business air travel. It is Air bp policy that all travel should be arranged through BP's travel management. Emissions reported in this declaration are direct output from bp's travel agent who tracks and calculate emission data for the application period.

**Table 3**

| Emission source category | tonnes $CO_2$-e |
|---|---|
| Transport diesel | 1346 |
| Purchased electricity | 1014 |
| Travel- Air short haul | 78 |
| 1. *Total inventory emissions* | 2438 |
| 2. *Emissions per functional unit (based on the number of functional units represented by the inventory)* *Total tCO2-e divided by the number of functional units in table 1.* | 1.649 |
| 3. *Carbon footprint* *(Emissions per functional unit (2)* number of functional units (a or b from table 2))* | 2438 |

## Uplift factors

Nil

## Carbon neutral products

Nil

# 4. CARBON OFFSETS

## Offset purchasing strategy: Arrear

**Table 5**

| Forward purchasing summary | |
|---|---|
| 1. Total offsets previously forward purchased for this reporting period | 0 |
| 2. Total offsets required for this reporting period | 0 |
| 3. Net offset balance for this reporting period | 2438 |
| 4. Total offsets to be forward purchased for next reporting period | 0 |

## Offsets summary

**Table 6**

| | |
|---|---|
| **1. Total offsets required for this report** | 2438 |
| **2. Offsets retired in previous reports and used in this report** | 0 |
| **3. Net offsets required for this report** | 2438 |

| Project description | Eligible offset units type | Registry unit retired in | Date retired | Serial number (including hyperlink to registry transaction record) | Vintage | Quantity (tonnes CO2-e) | Quantity used for previous report | Quantity banked for future years | Quantity used this report |
|---|---|---|---|---|---|---|---|---|---|
| Project ID1216: Distribution of ONIL Stoves - Mexico | VCUs | Verra Registry | 07-10-2020 | 7668-421203575-421204374-VCU-050-APX-MX-1-1216-01012019-31072019-0 | 2019 | 438 | 0 | 0 | 438 |
| Project ID1675: University of Wisconsin Milwaukee Campus Wide Clean Energy & Energy Efficiency Project | VCUs | Verra Registry | 07-10-2020 | 5835-263168016-263170970-VCU-043-APX-US-1-1675-01072016-30062017-0 | 2017 | 1000 | 0 | 0 | 1000 |
| Project: 7413 CGN Zhaoyuan Zhangxing Wind Power Project | CERs | Clean Development Management Registry | 07-10.2020 | CN-5-1110770946-2-2-0-7413 to CN-5-1110831664-2-2-0-7413 | 2016 | 1000 | 0 | 0 | 1000 |
| | | | | | | | *Total offsets retired this report and used in this report* | | 2438 |
| | | | | | | | *Total offsets retired this report and banked for future reports* | | 0 |

## Co-benefits

Carbon Credits purchased for offsetting Air bp's emissions contributes towards the following Offset Projects:

- ID1216: Distribution of onil stoves – mexico (https://registry.verra.org/app/projectDetail/VCS/1216) https://registry.verra.org/app/search/VCS/Registered
- ID1675: University of Wisconsin Milwauke Campus Wide Clean Energ & Energy Efficiency Project (https://registry.verra.org/app/projectDetail/VCS/1675) https://registry.verra.org/app/search/VCS/Registered
- CN7413: CGN Zhaoyuan Zhangxing Wind Power Project (https://cdm.unfccc.int/Projects/DB/LRQA%20Ltd1348477213.71/view).

# 5. USE OF TRADE MARK

**Table 7**

| Description where trademark used | Logo type |
|---|---|
| Not used | |

# 6. ADDITIONAL INFORMATION

A project has been set up to design and 100% electric aviation refuelling vehicle prototype. This vehicle is expected to enter service in 2021 to test the effectiveness of this new drive train in aircraft fueling applications.

# APPENDIX 1

## Non-attributable emissions for products and services

To be deemed attributable an emission must meet two of the five relevance criteria. Non-attributable emissions are detailed below against each of the five criteria.

**Table 8**

| **Relevance test** | | | | | |
|---|---|---|---|---|---|
| Non-attributable emission | *The emissions from a particular source are likely to be large relative to the organisation's electricity, stationary energy and fuel emissions* | *The emissions from a particular source contribute to the organisation's greenhouse gas risk exposure.* | *Key stakeholders deem the emissions from a particular source are relevant.* | *The responsible entity has the potential to influence the reduction of emissions from a particular source.* | *The emissions are from outsourced activities previously undertaken within the organisation's boundary, or from outsourced activities typically undertaken within the boundary for comparable organisations.* |
| Transportation of purchased materials or goods | No | No | No | No | No |
| Extraction and production of purchased materials and fuels | No | No | No | No | No |
| Operations of Investments (including equity and debt investments and project finance) | Yes | No | No | No | No |
| Purchase of electricity that | No | No | No | No | No |

| | | | | | |
|---|---|---|---|---|---|
| is sold to an end user | | | | | |
| Extraction, production & transportation of fuels consumed in generation of aviation fuel | No | No | No | No | No |
| Non-operated Joint Venture emissions | No | No | No | Yes | No |

# APPENDIX 2

## Non-quantified emissions for products/services

Please advise which of the reasons applies to each of your non-quantified emissions. You may add rows if required.

**Table 9**

| **Non-quantification test** | | | | |
|---|---|---|---|---|
| Relevant-non-quantified emission sources | *Immaterial <1% for individual items and no more than 5% collectively* | *Quantification is not cost effective relative to the size of the emission, but uplift applied.* | *Data unavailable but uplift applied. A data management plan must be put in place to provide data within 5 years.* | *Initial emissions non-quantified but repairs and replacements quantified* |
| Employee road travel | Yes | No | No | No |
| Employees commuting to and from work | Yes | No | No | No |
| Transportation of waste | Yes | No | No | No |
| Waste Disposal | Yes | No | No | No |