



PUBLIC DISCLOSURE STATEMENT

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

SERVICE CERTIFICATION
FY2020–21

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 2020 – 30 June 2021
DECLARATION	<i>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.</i>  Daniel Tyzack Managing Director - Air bp Asia Pacific Date: 16/02/2022



Australian Government
**Department of Industry, Science,
Energy and Resources**

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Version September 2021. To be used for FY20/21 reporting onwards.

1.CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	2316 tCO2-e
THE OFFSETS BOUGHT	100% VCU
RENEWABLE ELECTRICITY	0 %
TECHNICAL ASSESSMENT	Date: Name: Organisation: Next technical assessment due: September 2022
THIRD PARTY VALIDATION	Type 2 (Completed as part of global PAS2060 program) Date September 2020 Name Michael Anderson Organisation ERM CVS

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2. 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>

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

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 2021 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 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 functional unit of the services is tCO₂-e per Million-Liters (ML) of aviation fuel sold.

The into-plane service is full coverage, 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.

3.EMISSIONS BOUNDARY

Inside the emissions boundary

All emission sources listed in the emissions boundary are part of the carbon neutral claim.

Quantified emissions have been assessed as 'attributable processes' that become the product, make the product and carry the product through its life cycle. These have been quantified in the carbon inventory.

Non-quantified emissions have been assessed as attributable and are captured within the emissions boundary, but are not measured (quantified) in the carbon inventory. All material emissions are accounted for through an uplift factor. Further detail is available at Appendix C.

Outside the emissions boundary

Non-attributable emissions have been assessed as not attributable to a product or service. They can be **optionally included** in the emissions boundary and therefore have been offset, or they can be listed as outside of the emissions boundary (and are therefore not part of the carbon neutral claim). Further detail is available at Appendix D.

Diagram of the certification boundary

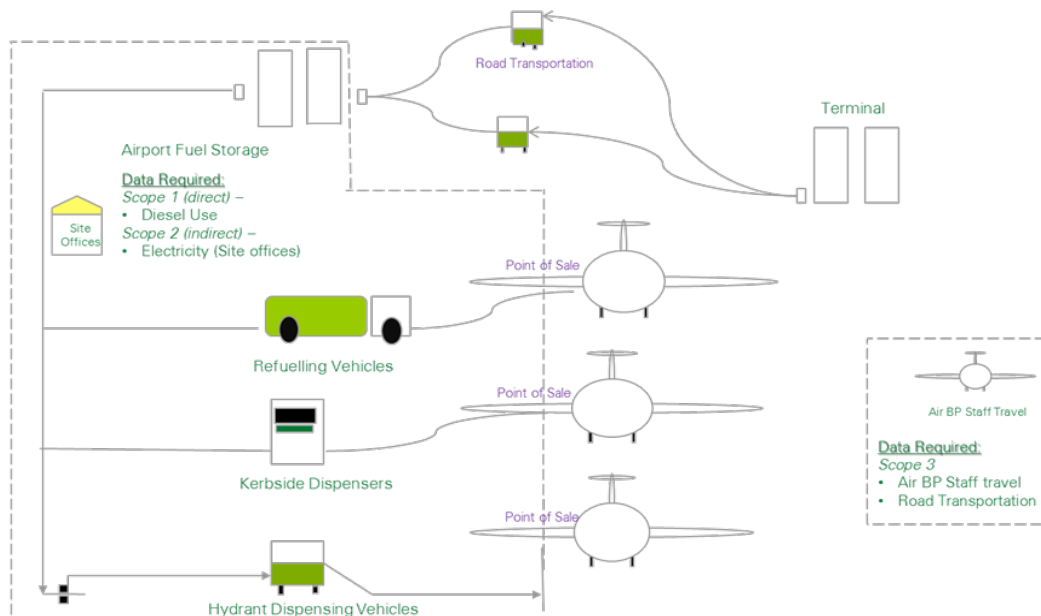


Figure 1 Boundaries associated with Air bp Operated Site with GHG Emissions

Note : Some sites will not have certain activities captured if they are outside the organization's operational control boundary (i.e. for example, 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.

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.

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.

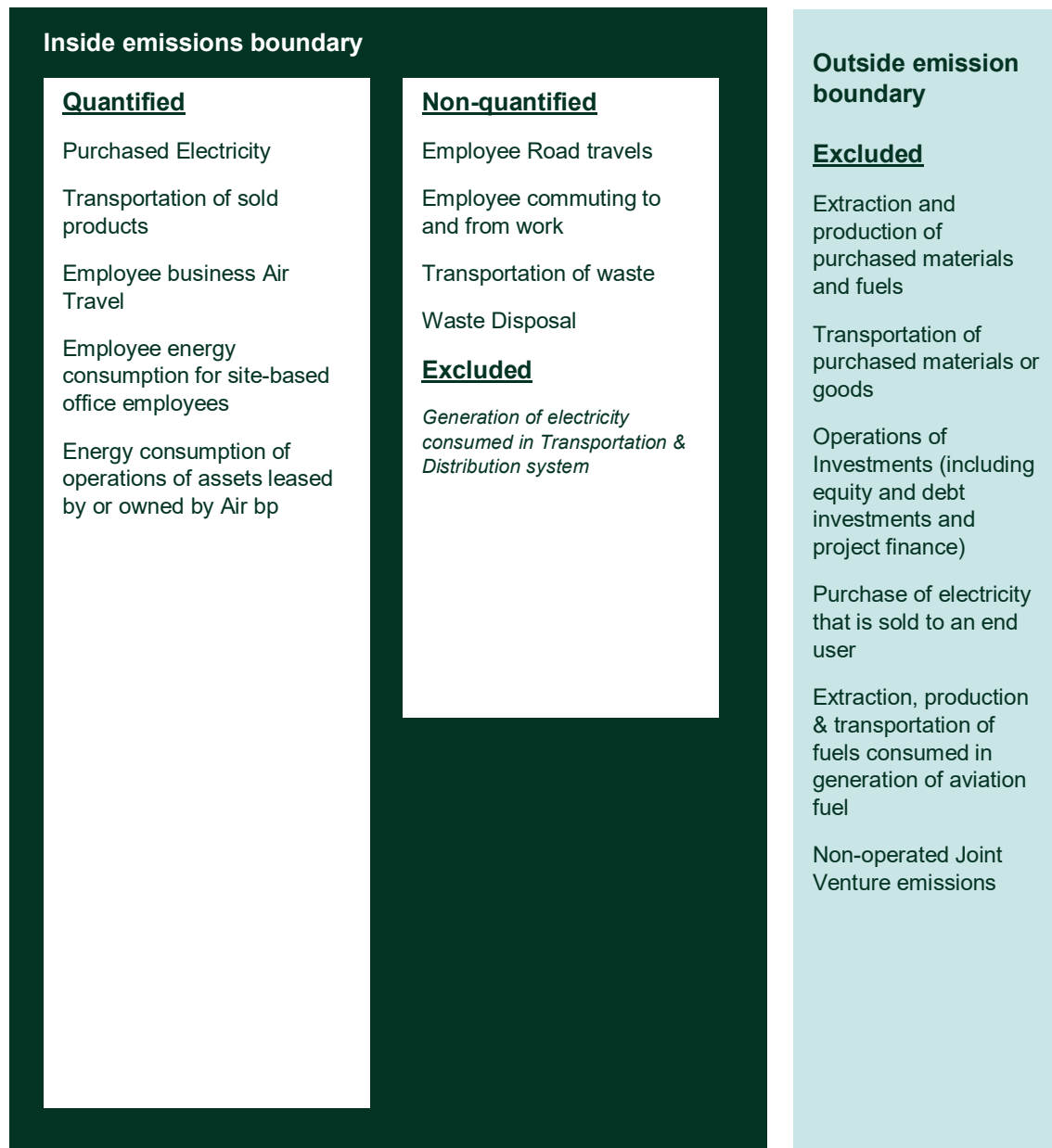
Operations of Investments (including equity and debt investments and project finance) - Emissions associated with manufacturing vehicle for replacement activities are excluded as carbon footprint for manufacturing process are not publicly available and believed to vary significantly between Original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



Product/service process diagram



Data management plan for non-quantified sources

There are no non-quantified sources in the emission boundary that require a data management plan.

4.EMISSIONS REDUCTIONS

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 reduction actions

Vehicle Start Stop Technology

Air bp has initiated the implementation of start/stop technology into our fleet of refuelling hydrant dispenser vehicles. Implementation is 20% complete for all vehicles that are in scope. The technology have the potential to reduce diesel consumption of up to 35% based on 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.

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 2020-2021 period, three vehicles were completed and commissioned for service. 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.

5. EMISSIONS SUMMARY

Emissions over time

Emissions since base year		Total tCO ₂ -e
Base year:	2015–16	2425
Year 1:	2016–17	2820
Year 2:	2017–18	3170
Year 3:	2018–19	2689
Year 4:	2019–20	2438
Current Year:	2020–21	2316

Significant changes in emissions

There has been a reduction in total emissions due to lower activities as an effect of the pandemics. There are lower functional units sold for this reporting period. It is expected emissions will rise again with travel demand increases as the country adapts to a post-pandemic norm.

Emission source name	Current year (tCO ₂ -e and/ or activity data)	Previous year (tCO ₂ -e and/ or activity data)	Detailed reason for change
Purchased Electricity	926.26	1014	Reduction in hydrant operation due to reduced demand

Use of Climate Active carbon neutral products and services

Nil.

Service emissions summary

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

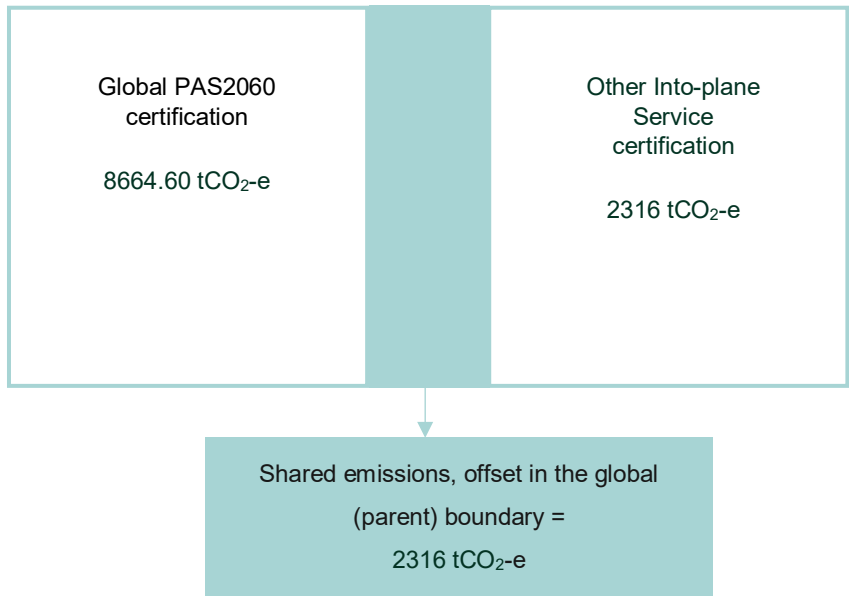
Air bp has elected to include the emission from business air travel. It is Air bp policy that all travel should be arranged through BP's travel management. Emissions reported in this declaration are direct output from bp's travel agent who tracks and calculate emission data for the application period.

Emission category	Sum of Scope 1 (tCO ₂ -e)	Sum of Scope 2 (tCO ₂ -e)	Sum of Scope 3 (tCO ₂ -e)	Sum of total emissions (tCO ₂ -e)
Air transport (km)	0	0	35.45	35.45
Electricity	0	926	0	926
Land and sea transport (fuel)	1354	0	0	1354
Total	1354	926	35.45	2315.45

Emissions intensity per functional unit	2.55
Number of functional units to be offset	907.77
Total emissions to be offset	2315.41

Shared emissions between certifications by the same responsible entity

	Emissions (tCO ₂ -e)
Total offset liability (Global PAS2060)	8664.60 tCO ₂ -e
Offset by other Into-plane Services (global)	6349.15 tCO ₂ -e
Offset by Australian service	2316 tCO ₂ -e



6. CARBON OFFSETS

Offsets strategy

Offset purchasing strategy: In arrears

1. Total offsets previously forward purchased and banked for this report	0
2. Total emissions liability to offset for this report	0
3. Net offset balance for this reporting period	2316
4. Total offsets to be forward purchased to offset the next reporting period	0
5. Total offsets required for this report	0

Note: The remaining offsets in the certificates are for other activities in air bp globally and are not claimed as forward purchase offsets.

Co-benefits

The project invested in from the offset has environmental benefits by reducing deforestation, reduce degradation and promote forest conservation and management. Brazil nut production supports forest conservation because Brazil nuts are only produced by trees that grow in native forests with an intact forest canopy (Ortiz 2002).

There are also social and economic benefits by empowering local communities to protect their land and livelihoods through incentives derived from commercialization of carbon, stronger tenure rights, healthier and more productive forests for a sustainable future.

Offsets summary

Proof of cancellation of offset units

Offsets cancelled for Climate Active Carbon Neutral Certification										
Project description	Type of offset units	Registry	Date retired	Serial number (and hyperlink to registry transaction record)	Vintage	Eligible Quantity (tCO ₂ -e)	Quantity used for previous reporting periods	Quantity banked for future reporting periods	Quantity used for this reporting period claim	Percentage of total (%)
LOWER ZAMBEZI REDD+ PROJECT	VCUs	Verra	07/10/2020	8616-34038621-34146579-VCS-VCU-259-VER-ZM-14-1202-01012019-31122019-0	2019	107,959	0	0	2316	100%
Total offsets retired this report and used in this report									2316	
Total offsets retired this report and banked for future reports									0	
<i>Note: The remaining offsets in the certificates are for other activities in air bp globally and are not claimed as forward purchase offsets.</i>										

7. RENEWABLE ENERGY CERTIFICATE (REC) SUMMARY

Renewable Energy Certificate (REC) Summary

The following RECs have been surrendered to reduce electricity emissions under the market-based reporting method.

1. Large-scale Generation certificates (LGCs)*	0
2. Other RECs	0

* LGCs in this table only include those surrendered voluntarily (including through PPA arrangements), and does not include those surrendered in relation to the LRET, GreenPower, and jurisdictional renewables.

Project supported by LGC purchase	Eligible units	Registry	Surrender date	Accreditation code (LGCs)	Certificate serial number	Generation year	Quantity (MWh)	Fuel source	Location
<i>Total LGCs surrendered this report and used in this report</i>									

APPENDIX A: ADDITIONAL INFORMATION

N/A

APPENDIX B: ELECTRICITY SUMMARY

Electricity emissions are calculated using a location approach

Location-based method

The location-based method provides a picture of a business's electricity emissions in the context of its location, and the emissions intensity of the electricity grid it relies on. It reflects the average emissions intensity of the electricity grid in the location (State) in which energy consumption occurs. The location-based method does not allow for any claims of renewable electricity from grid-imported electricity usage.

Market-based approach summary

Market-based approach	Activity data (kWh)	Emissions (kgCO ₂ -e)	Renewable % of total
Behind the meter consumption of electricity generated	0	0	0
Total non-grid electricity	0	0	0
LGC purchased and retired (kWh) (including PPAs & Precinct LGCs)	0	0	0
GreenPower	0	0	0
Jurisdictional renewables (LGCs retired)	0	0	0
Jurisdictional renewables (LRET) (applied to ACT grid electricity)	0	0	0
Large Scale Renewable Energy Target (applied to grid electricity only)	0	0	0
Residual electricity	0	0	0
Total grid electricity	0	0	0
Total electricity consumed (grid + non grid)	0	0	0
Electricity renewables	0	0	
Residual electricity	0	0	
Exported on-site generated electricity	0	0	
Emission footprint (kgCO ₂ -e)		0	

Location-based approach summary

Location-based approach for sample sites*	Activity data (kWh)	Emissions (kgCO ₂ -e)
ACT	0	0
NSW	4801	3793
SA	128569	44999
Vic	235505	226085
Qld	314295	251436
NT	215240	122687
WA	279065	189764
Tas	0	0
Non-grid electricity (behind the meter)	0	0
Total electricity consumed	1177475	838764
Emission footprint (tCO₂-e) of Australian Operation	926	

*Air bp samples electricity consumption from several operational sites across different states. These are used to scale across the Australian operation. The Indirect (Scope

2) emission factors for consumption of purchased electricity outlined in the National Greenhouse Accounts Factors – August 2021 (Table 5) for different states were used.

Climate Active carbon neutral electricity summary

Carbon neutral electricity offset by Climate Active product	Activity data (kWh)	Emissions (kgCO ₂ -e)
Enter product name/s here	0	0

Climate Active carbon neutral electricity is not considered renewable electricity. The emissions have been offset by another Climate Active carbon neutral product certification.

APPENDIX C: INSIDE EMISSIONS BOUNDARY

Non-quantified emission sources

The following sources emissions have been assessed as attributable, are captured within the emissions boundary, but are not measured (quantified) in the carbon inventory. These emissions are accounted for through an uplift factor. They have been non-quantified due to one of the following reasons:

1. **Immaterial** <1% for individual items and no more than 5% collectively
2. **Cost effective** Quantification is not cost effective relative to the size of the emission but uplift applied.
3. **Data unavailable** Data is unavailable but uplift applied. A data management plan must be put in place to provide data within 5 years.
4. **Maintenance** Initial emissions non-quantified but repairs and replacements quantified.

Relevant-non-quantified emission sources	(1) Immaterial	(2) Cost effective (but uplift applied)	(3) Data unavailable (but uplift applied & data plan in place)	(4) Maintenance
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

Excluded emission sources

Attributable emissions sources can be excluded from the carbon inventory, but still considered as part of the emissions boundary if they meet **all three of the below criteria**. An uplift factor may not necessarily be applied.

1. A data gap exists because primary or secondary data cannot be collected (**no actual data**).
2. Extrapolated and proxy data cannot be determined to fill the data gap (**no projected data**).
3. An estimation determines the emissions from the process to be **immaterial**.

	No actual data	No projected data	Immaterial
Generation of electricity consumed in Transportation & Distribution system	Yes	Yes	Yes

APPENDIX D: OUTSIDE EMISSION BOUNDARY

Non-attributable emissions have been assessed as not attributable to a product or service (do not carry, make or become the product/service) and are therefore not part of the carbon neutral claim. To be deemed attributable, an emission must meet two of the five relevance criteria. Emissions which only meet one condition of the relevance test can be assessed as non-attributable and therefore are outside the carbon neutral claim. Non-attributable emissions are detailed below.

Relevance test					
Non-attributable emission	<i>The emissions from a particular source are likely to be large relative to the organisation's electricity, stationary energy and fuel emissions</i>	<i>The emissions from a particular source contribute to the organisation's greenhouse gas risk exposure.</i>	<i>Key stakeholders deem the emissions from a particular source are relevant.</i>	<i>The responsible entity has the potential to influence the reduction of emissions from a particular source.</i>	<i>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.</i>
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 is sold to an end user	No	No	No	No	No
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



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