PUBLIC DISCLOSURE STATEMENT

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

SERVICE CERTIFICATION

FY2021–22

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 2021 – 30 June 2022
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.*  Daniel Tyzack Managing Director - Air bp Asia Pacific Date: 27/10/2022

Australian Government
Department of Industry, Science, Energy and Resources

Version March 2022. To be used for FY20/21/CY2021 reporting onwards.

1. CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	2262 tCO_2-e
THE OFFSETS BOUGHT	100% VCU
RENEWABLE ELECTRICITY	N/A
TECHNICAL ASSESSMENT	Date: 27/10/2022 Name: Daniel Raftopoulos Organisation: Ndevr Environmental Pty Ltd Next technical assessment due: 2025

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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 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 2022 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 tCO_2-e per Million-Litres (ML) of aviation fuel sold.

The into-plane service is full coverage, cradle to gate. Cradle to grave was not used because 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

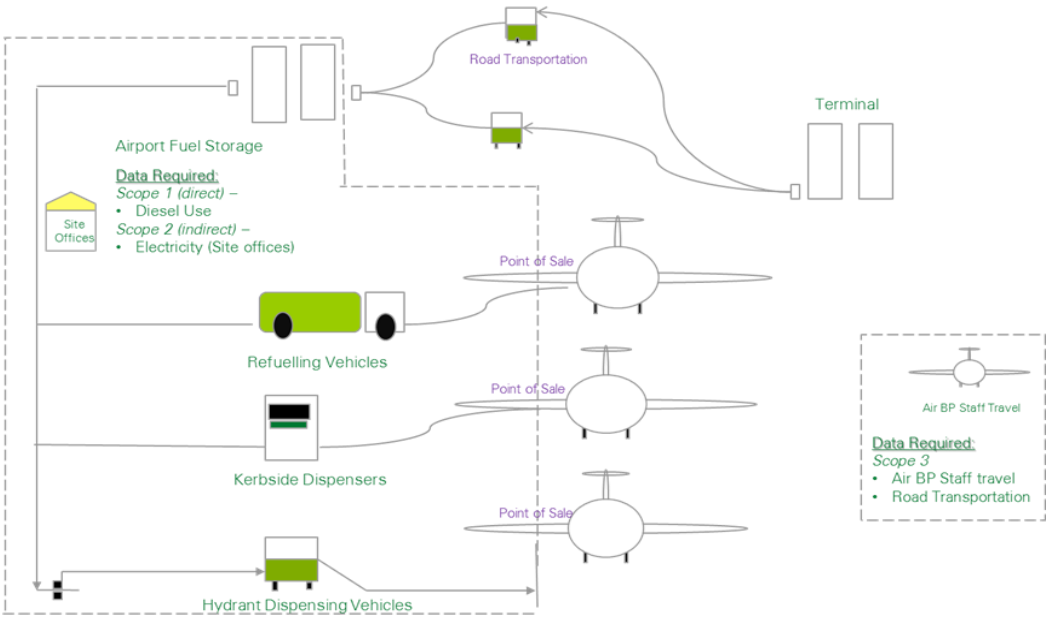


Figure 1 Boundaries associated with Air bp Operated Site with GHG Emissions

Note: Some sites will not have certain activities captured if they are outside the organisation's operational control boundary (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.

Inside emissions boundary

Quantified

Purchased Electricity :

- Employee energy consumption for site-based office employees

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

Transportation of sold products

Employee business Air Travel

Non-quantified

Employee Road travels

Employee commuting to and from work

Transportation of waste

Waste Disposal

Food

Cleaning

ICT Services and Equipment

Machinery and Vehicles

Office equipment and supplies

Maintenance and repair

Working from home

Outside emission boundary

Excluded

Extraction and production of purchased materials and fuels

Transportation of purchased materials or goods

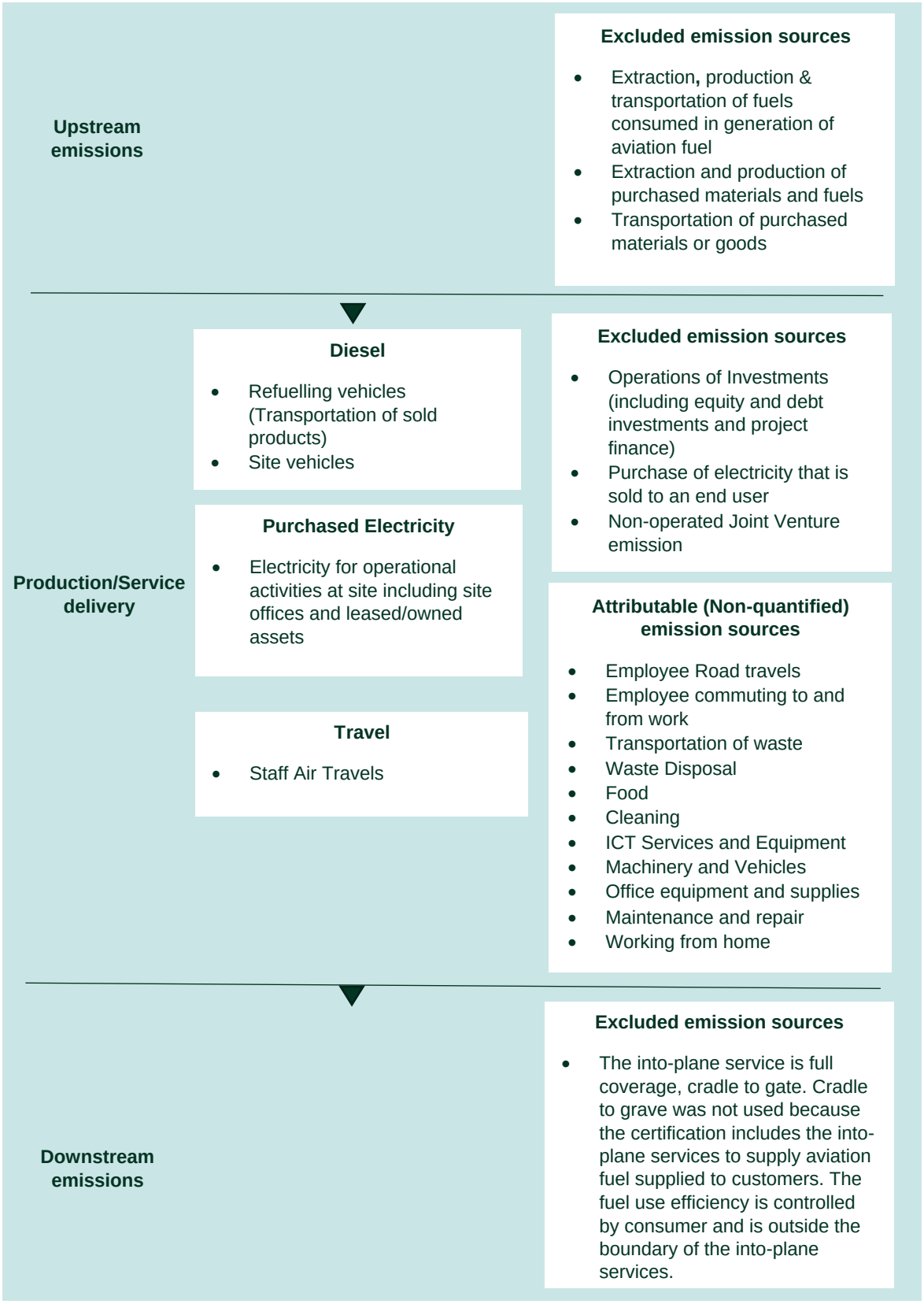
Operations of Investments (including equity and debt investments and project finance)

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 emission

Service process diagram



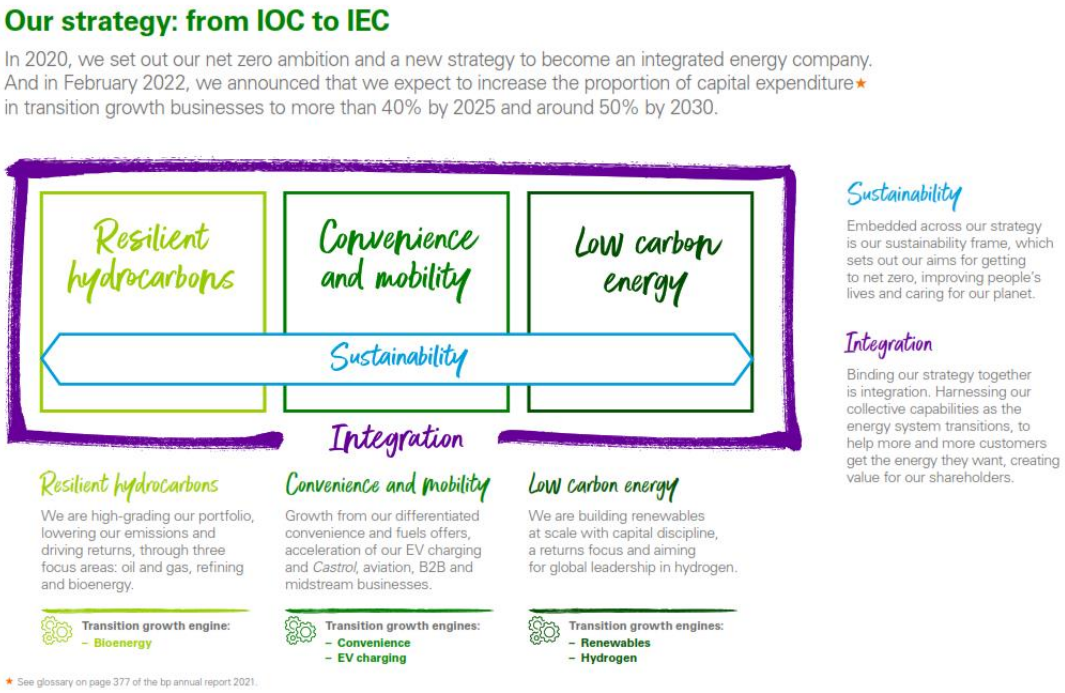
Data management plan for non-quantified sources

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

4. EMISSIONS REDUCTIONS

Emissions reduction strategy

In 2020, bp set out our net zero ambition and a new strategy to become an integrated energy company. Our purpose is reimagining energy for people and our planet. Our ambition is to become a net zero company by 2050 or sooner, and to help the world get to net zero.



Our sustainability frame underpins our strategy to become an integrated energy company and translates our purpose into action. It sets out aims in the areas where we believe we can make the biggest difference for bp, our stakeholders and society. Our sustainability frame, which sets out our aims for getting to net zero, improving people's lives and caring for our planet.

We launched our five aims to get to net zero in February 2020. Aim 1: net zero operations is the relevant aim for air bp's strategy to reduce emissions in our into plane operations.

Aim 1: net zero operations
Aim 2: net zero production
Aim 3: net zero sales
Aim 4: reducing methane
Aim 5: more $ for new energies

Aim 1: net zero operations

Be net zero across our entire operations on an absolute basis by 2050 or sooner. This aim relates to our Scope 1 (from running the assets within our operational control boundary) and Scope 2 (associated with producing the electricity, heating and cooling that is bought in to run those operations) GHG emissions**.**

bp is targeting a 20% reduction in our aim 1 operational emissions by 2025 and will aim for a 50% reduction by 2030 against our 2019 baseline. The 2030 aim was updated from 30-35% to 50% in Feb 22.

bp has published its 2021 sustainability report. The report gives an update on the company's sustainability performance and progress against its net zero, people and planet aims. The report can viewed at Sustainability | Home (bp.com) (https://www.bp.com/en/global/corporate/sustainability/getting-to-net-zero/five-aims-to-get-bp-to-net-zero.html)

Air bp operations are aligned with the bp sustainability frame and net zero operations aim. A series of projects are underway or planned within air bp to achieve emissions reductions in line with our net zero aims

Emissions reduction actions

Electric Refuelling vehicles

Electric powered dispenser vehicles have been in use in Air bp operations for more than 10 years with lead-acid battery technology. 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 in 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. A prototype fully electric lithium ion refueller vehicle is under construction during this application period, and is expected to be operational in September 2022.

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 has 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 2021-2022 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.

Ongoing Emissions Reduction Plan

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

- Solar installations. Air bp has commenced feasibility projects to scope solar installations at general aviation sites.
- Biofuel - Air bp has plans to explore options of using biodiesel for its fleet of fuelling vehicles.
- Green Power – Air bp is currently looking at opportunities to source 100% certified green power via grid electricity providers.

5.EMISSIONS SUMMARY

Emissions over time

Emissions since base year			
		Total tCO_2-e	Emissions intensity of the functional unit
Base year:	2015–16	2425	Not calculated
Year 1:	2016–17	2820	1.67 tCO_2-e/ML of aviation fuel sold
Year 2:	2017–18	3170	1.66
Year 3:	2018–19	2689	1.42
Year 4:	2019–20	2438	1.65
Year 5:	2020–21	2316	2.55
Current Year:	2021–22	2262	2.14

Significant changes in emissions

Emission source name	Current year (tCO_2-e)	Previous year (tCO_2-e)	Detailed reason for change
Total net electricity emissions (Location based)	1129	926	Increased activity
Diesel oil post-2004	1030	1354	Greater % of actual data in 21/22
Transport (Air)	103	35	Business travel resumed post COVID restrictions

Use of Climate Active carbon neutral products and services

N/A

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

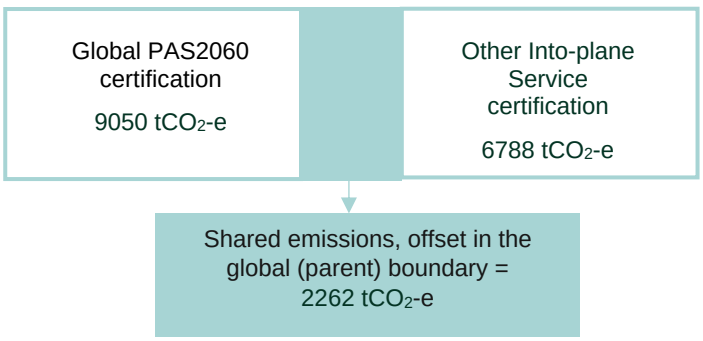
Air bp has elected to include the emission from business air travel. It is Air bp policy that all travel should be arranged through BP's travel management. Emissions reported in this declaration are direct output from bp's travel agent who tracks and calculate emission data for the application period.

Stage	tCO_2-e
Electricity	1129.46
Transport (Air)	103.19
Transport (Land and Sea)	1029.55

Emissions intensity per functional unit	2.14
Number of functional units to be offset	1056
Total emissions to be offset	2262.2

Shared emissions between certifications by the same responsible entity

	Emissions (tCO_2-e)
Total offset liability (Global PAS2060)	**9050 tCO_2-e**
Offset by other Into-plane Services (global)	**6788 tCO_2-e**
Offset by Australian service	**2262 tCO_2-e**



6. CARBON OFFSETS

Offsets retirement approach

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	2262
3.	Net offset balance for this reporting period	2262
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.

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Eligible offsets retirement summary

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**	**Stapled quantity**	**Eligible quantity (tCO_2-e)**	**Eligible quantity used for previous reporting periods**	**Eligible quantity banked for future reporting periods**	**Eligible quantity used for this reporting period**	**Percentage of total (%)**
ONIL Stoves Guatemala Uspantan	VCU	Verra	14/10/2022	9504-103653292-103662341-VCS-VCU-814-VER-GT-3-1721-01012013-31122013-0	2013	0	9050	0	0	2262	100%
									Total offsets retired this report and used in this report	2262	
									Total offsets retired this report and banked for future reports	0	
Note: The remaining offsets in the certificates are for other activities in air bp globally and are not claimed as forward purchase offsets.											

Type of offset units	Quantity (used for this reporting period claim)	Percentage of total
Verified Carbon Units (VCUs)	2262	100%

7. RENEWABLE ENERGY CERTIFICATE (REC) SUMMARY

Renewable Energy Certificate (REC) Summary

Not applicable.

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

1. Large-scale Generation certificates (LGCs)*	n/a
2. Other RECs	n/a

* 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
				Total LGCs surrendered this report and used in this report			n/a		

APPENDIX A: ADDITIONAL INFORMATION

N/A

APPENDIX B: ELECTRICITY SUMMARY

Electricity emissions are calculated using a **location based 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 method:

The market-based method provides a picture of a business's electricity emissions in the context of its renewable energy investments. It reflects the emissions intensity of different electricity products, markets and investments. It uses a residual mix factor (RMF) to allow for unique claims on the zero emissions attribute of renewables without double-counting.

Market-based approach summary

Market-based approach	Activity Data (kWh)	Emissions ($kgCO_2$-e)	Renewable percentage 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)	273,988	0	19%
Residual Electricity	1,199,859	1,193,816	0%
Total grid electricity	**1,473,847**	**1,193,816**	**19%**
Total electricity consumed (grid + non grid)	**1,473,847**	**1,193,816**	**19%**
Electricity renewables	273,988	0	
Residual Electricity	1,199,859	1,193,816	
Exported on-site generated electricity	**0**	**0**	
Emissions ($kgCO_2$-e)		1,193,816	

Total renewables (grid and non-grid)	**18.59%**
Mandatory	**18.59%**
Voluntary	**0.00%**
Behind the meter	**0.00%**
Residual Electricity Emission Footprint (tCO_2-e)	**1,194**

Figures may not sum due to rounding. Renewable percentage can be above 100%

Location-based approach summary

Location-based approach	Activity Data (kWh)	Scope 2 Emissions ($kgCO_2$-e)	Scope 3 Emissions ($kgCO_2$-e)
ACT	0	0	0
NSW	24,315	18,965	1,702
SA	81,873	24,562	5,731
VIC	352,089	320,401	35,209
QLD	295,040	236,032	35,405
NT	296,747	160,244	11,870
WA	406,791	272,550	4,068
TAS	16,992	2,379	340
Grid electricity (scope 2 and 3)	**1,473,847**	**1,035,133**	**94,324**
ACT	0	0	0
NSW	0	0	0
SA	0	0	0
VIC	0	0	0
QLD	0	0	0
NT	0	0	0
WA	0	0	0
TAS	0	0	0
Non-grid electricity (Behind the meter)	**0**	**0**	**0**
Total electricity consumed	**1,473,847**	**1,035,133**	**94,324**

Emission Footprint (tCO_2-e)	**1,129**
Scope 2 Emissions (tCO_2-e)	1035
Scope 3 Emissions (tCO_2-e)	94

Carbon neutral electricity offset by Climate Active product	Activity Data (kWh)	Emissions ($kgCO_2$-e)
n/a	**0**	**0**

Climate Active carbon neutral electricity is not renewable electricity. The emissions have been offset by another Climate Active member through their 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
Food	Yes	No	No	No
Cleaning	Yes	No	No	No
ICT Services and Equipment & Office equipment and supplies	Yes	No	No	No
Maintenance and repair	Yes	No	No	No
Working from home	Yes	No	No	No

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.

Food – No food is provided to personnel delivering into plane operations

Cleaning – Emissions from office cleaning activites are not considered material to measure separately. Electricity usage from cleaning is captured in the overall site electricity usage.

ICT Services and Equipment & Office equipment and supplies – Purchase of new office and ICT equipment is infrequent for Air bp into plane services and not considered material to measure

Maintenance and repair – Maintenance activites conducted in association with Air bp's into plane services are predominantly conducted within the site operational boundaries and are not considered material to separately calculate electricity or diesel emissions related to these activities. The electricity and diesel usage associated with maintenance are captured in the overall site usage data.

Working from home – Air bp into plane services require the majority of personnel to work at site. Working from home is not considered material to capture

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**).

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.

1. **Size** The emissions from a particular source are likely to be large relative to the organisation's electricity, stationary energy and fuel emissions

2. **Influence** The responsible entity has the potential to influence the reduction of emissions from a particular source.

3. **Risk** The emissions from a particular source contribute to the organisation's greenhouse gas risk exposure.

4. **Stakeholders** Key stakeholders deem the emissions from a particular source are relevant.

5. **Outsourcing** 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.

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	Yes	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

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 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

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