PUBLIC DISCLOSURE STATEMENT

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

SERVICE CERTIFICATION

FY2022–23

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 2022 – 30 June 2023 Arrears Report
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.*  Haley Mahoney VP Aviation AsPac 27th October 2023

Australian Government
Department of Climate Change, Energy, the Environment and Water

Version: August 2023

1. CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	2936 tCO_2-e
THE OFFSETS USED	100% VCUs
RENEWABLE ELECTRICITY	N/A
CARBON ACCOUNT	Prepared by: Air bp
TECHNICAL ASSESSMENT	Date: 27/10/2022 Name; Daniel Raftopoulos Organisation: Ndevr Environmental Pty Ltd Next technical assessment due: 2025

Contents

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.

"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 2023 with a commitment to remain carbon neutral 1st July 2022 – 30 June 2024.

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 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

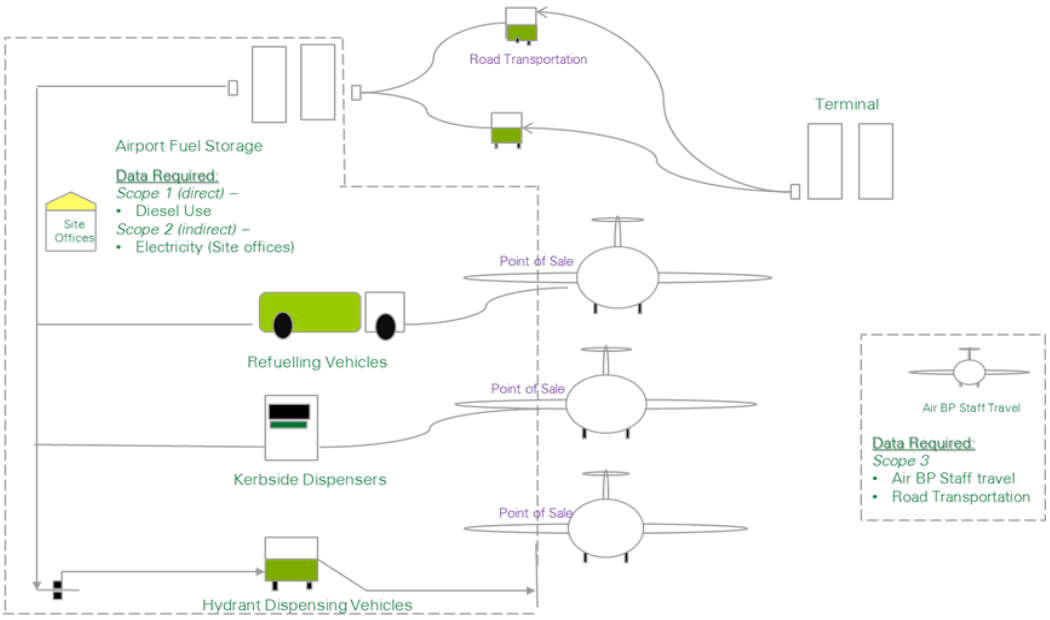


Figure 1 Boundaries associated with Air bp Operated Site with GHG Emissions

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.

Inside emissions boundary

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

Food

Cleaning

ICT Services and Equipment

Machinery and Vehicles

Office equipment and supplies

Maintenance and repair

Working from home

Excluded

Generation of electricity consumed in Transportation & Distribution system

Outside emission boundary

Non-attributable

Extraction and production of purchased materials and fuels

Transportation of purchased materials or goods

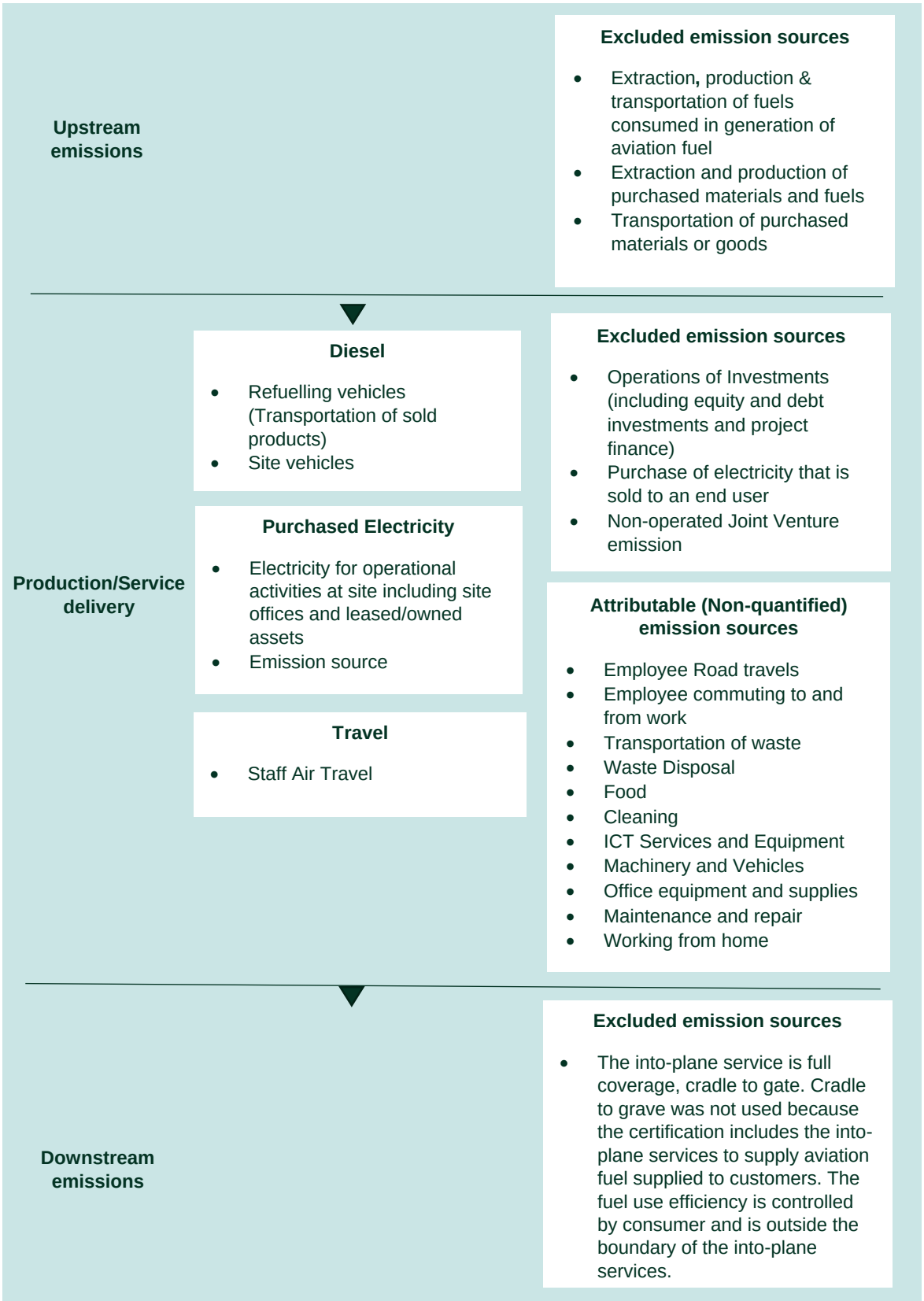
Operations of Investments (including equity and debt investments and project finance)

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 emission

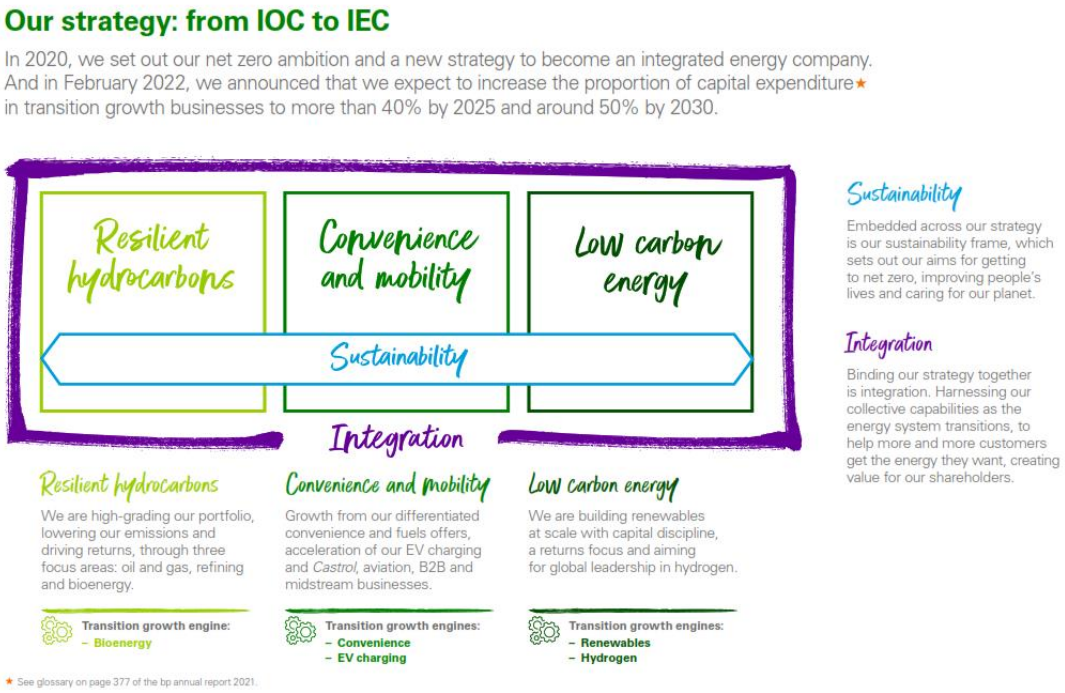
Service process diagram



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 (54.4MtCO_2e).

bp has published its 2022 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 airbp 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 fully electric lithium ion refuller vehicle was introduced into our refuelling operations in 2022. In 2023/2024 Air bp plans to build a further 10 electric vehicles for refueliing operations in Australia.

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.

During 2022-2023 period, ten 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

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

Green Power – Ongoing procurement activities periodically evaluate opportunities to source 100% certified green power via grid electricity providers.

5.EMISSIONS SUMMARY

Emissions over time

Emissions since base year		*Total tCO2-e*	*Emissions intensity of the functional unit*
Base year:	2015–16	2425	Not calculated
Year 1:	2016–17	2820	1.67 tCO2-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
Year 6:	2021–22	2262	2.14
Current Year:	2022–23	2936	1.74

Significant changes in emissions

Emission source name	Previous year emissions (t CO_2-e)	Current year emissions (t CO_2-e)	Detailed reason for change
Transport (air)	103	186	Increase in domestic flights for operational visits to sites – normalising to pre COVID levels
Diesel oil post-2004	1030	1531	Increase in refuelling activity

The carbon inventory size has increased by >10% due to an increase in refuelling activity across our into plane services in Australia consistent with increasing activity in the aviation industry post COVID-19 impacted years.

Use of Climate Active carbon neutral products and services

nil

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 / Attributable Process / Source	tCO_2-e
Electricity	1219
Transport (Air)	186
Transport (Land and Sea)	1531

Emissions intensity per functional unit	1.74
Number of functional units to be offset	1683
Total emissions to be offset	2936

6. CARBON OFFSETS

Offsets retirement approach

This certification has taken an in-arrears offsetting approach. The total emission to offset is 2802 t CO_2-e. The total number of eligible offsets used in this report is 2802. Of the total eligible offsets used, 5159 were previously banked and 0 were newly purchased and retired. The remaining have not been banked for future use as they will be used for other activities in air bp globally.

Co-benefits

Nil reported

Eligible offsets retirement summary

Offsets retired 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 retired (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	2262	0	2936	100%
									Total offsets retired this report and used in this report	2936	
									Total offsets retired this report and banked for future reports	0	

Note: Of the 9050 VCU's in 2022 1629 were used for other activities in air bp globally, in addition to the 2262 used for our 2022 climate active certification. Therefore, there are a 5159 remaining for use in 2023. The remaining 2223 have not been claimed as forward purchase offset in 2023 as they may be used for other activities in air bp globally.

Type of offset units	Eligible quantity (used for this reporting period)	Percentage of total
Verified Carbon Units (VCUs)	2936	100%

7. RENEWABLE ENERGY CERTIFICATE (REC) SUMMARY

Renewable Energy Certificate (REC) Summary

N/A

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

1. Large-scale Generation certificates (LGCs)*	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	Project location	Eligible unit type	Registry	Surrender date	Accreditation code	Certificate serial number	Generation year	Fuel source	Quantity (MWh)
Total LGCs surrendered this report and used in this report									N/A

APPENDIX A: ADDITIONAL INFORMATION

Retirement certificate

SregistrytempVerra RegistryCertificate_E

VERRA

Verified Carbon Standard

Certificate of Verified Carbon Unit (VCU) Retirement

Verra, in its capacity as administrator of the Verra Registry, does hereby certify that on 14 Oct 2022, 9,050 Verified Carbon Units (VCUs) were retired on behalf of:

BP International Limited

Project Name

ONIL Stoves Guatemala Uspantan

VCU Serial Number

9504-103653292-103662341-VCS-VCU-814-VER-GT-3-1721-01012013-31122013-0

Additional Certifications

Powered by APX

APPENDIX B: ELECTRICITY SUMMARY

There are two international best-practice methods for calculating electricity emissions – the location-based method and the market-based method. Reporting electricity emissions under both methods is called dual reporting.

Dual reporting of electricity emissions is useful, as it provides different perspectives of the emissions associated with a business's electricity usage.

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.

For this certification, electricity emissions have been set by using the location based approach.

Market Based Approach Summary			
Market Based Approach	Activity Data (kWh)	"Emissions	
(kg CO2-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)	0	0	0%
GreenPower	0	0	0%
Climate Active precinct/building (voluntary renewables)	0	0	0%
Precinct/Building (LRET)	0	0	0%
Precinct/Building jurisdictional renewables (LGCs surrendered)	0	0	0%
Electricity products (voluntary renewables)	0	0	0%
Electricity products (LRET)	0	0	0%
Electricity products jurisdictional renewables (LGCs surrendered)	0	0	0%
Jurisdictional renewables (LGCs surrendered)	0	0	0%
Jurisdictional renewables (LRET) (applied to ACT grid electricity)	0	0	0%
Large Scale Renewable Energy Target (applied to grid electricity only)	308,250	0	19%
Residual Electricity	1,331,379	1,271,467	0%
Total renewable electricity (grid + non grid)	308,250	0	19%
Total grid electricity	1,639,629	1,271,467	19%
Total electricity (grid + non grid)	1,639,629	1,271,467	19%
Percentage of residual electricity consumption under operational control	100%		
Residual electricity consumption under operational control	1,331,379	1,271,467	
Scope 2	1,175,763	1,122,854	
Scope 3 (includes T&D emissions from consumption under operational control)	155,616	148,613	
Residual electricity consumption not under operational control	0	0	

Total renewables (grid and non-grid)	**18.80%**
Mandatory	**18.80%**
Voluntary	**0.00%**
Behind the meter	**0.00%**
Residual scope 2 emissions (t CO2-e)	**1,122.85**
Residual scope 3 emissions (t CO2-e)	**148.61**
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO2-e)	**1,122.85**
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO2-e)	**148.61**
Total emissions liability (t CO2-e)	**1,271.47**

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

Location Based Approach Summary						
Location Based Approach	Activity Data (kWh) total	Under operational control				
Percentage of grid electricity consumption under operational control	100%	(kWh)	Scope 2 Emissions (kg CO2-e)	Scope 3 Emissions (kg CO2-e)	(kWh)	"Scope 3 Emissions
(kg CO2-e)"						
ACT	0	0	0	0	0	0
NSW	24,891	24,891	18,170	1,493	0	0
SA	8,456	8,456	2,114	676	0	0
VIC	444,101	444,101	377,485	31,087	0	0
QLD	419,152	419,152	305,981	62,873	0	0
NT	275,990	275,990	149,035	19,319	0	0
WA	450,670	450,670	229,842	18,027	0	0
TAS	16,369	16,369	2,783	164	0	0
Grid electricity (scope 2 and 3)	1,639,629	1,639,629	1,085,410	133,640	0	0
ACT	0	0	0	0		
NSW	0	0	0	0		
SA	0	0	0	0		
VIC	0	0	0	0		
QLD	0	0	0	0		
NT	0	0	0	0		
WA	0	0	0	0		
TAS	0	0	0	0		
Non-grid electricity (behind the meter)	0	0	0	0		

Residual scope 2 emissions (t CO2-e)	1,085.41
Residual scope 3 emissions (t CO2-e)	133.64
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO2-e)	1,085.41
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO2-e)	133.64
Total emissions liability (t CO2-e)	**1,219.05**

Operations in Climate Active buildings and precincts

Operations in Climate Active buildings and precincts	Electricity consumed in Climate Active certified building/precinct (kWh)	Emissions (kg CO_2-e)
n/a	**0**	**0**

Climate Active carbon neutral electricity is not renewable electricity. These electricity emissions have been offset by another Climate Active member through their building or precinct certification. This electricity consumption is also included in the market based and location-based summary tables. Any electricity that has been sourced as renewable electricity by the building/precinct under the market-based method is outlined as such in the market based summary table.

Climate Active carbon neutral electricity products

Climate Active carbon neutral product used	Electricity claimed from Climate Active electricity products (kWh)	Emissions (kg CO_2-e)
n/a	**0**	**0**

Climate Active carbon neutral electricity is not renewable electricity. These electricity emissions have been offset by another Climate Active member through their electricity product certification. This electricity consumption is also included in the market based and location-based summary tables. Any electricity that has been sourced as renewable electricity by the electricity product under the market-based method is outlined as such in the market based summary table.

APPENDIX C: INSIDE EMISSIONS BOUNDARY

Non-quantified emission sources

The following emissions sources 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	Justification reason
Employee road travel	(1) Immaterial
Employees commuting to and from work	(1) Immaterial
Transportation of waste	(1) Immaterial
Waste Disposal	(1) Immaterial
Food	(1) Immaterial
Cleaning	(1) Immaterial
ICT Services and Equipment & Office equipment and supplies	(1) Immaterial
Maintenance and repair	(1) Immaterial
Working from home	(1) Immaterial

Attributable non-quantified sources

The attributable non-quantified sources are not expected to account for more than 5% of total emissions in this reporting period (2936 tCO2-e).

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 activities 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 activities 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**).

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

Data management plan for non-quantified sources

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

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 other attributable emissions.

2. **Influence** The responsible entity could influence emissions reduction from a particular source.

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

4. **Stakeholders** The emissions from a particular source are deemed relevant by key stakeholders.

5. **Outsourcing** The emissions are from outsourced activities that were previously undertaken by the responsible entity or from outsourced activities that are typically undertaken within the boundary for comparable products or services.

Non-attributable emissions sources summary

Emission sources tested for relevance	Size	Influence	Risk	Stakeholders	Outsourcing	Justification
Transportation of purchased materials or goods	No	No	No	No	No	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	Yes	No	No	No	No	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)	Yes	No	No	No	No	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	No	No	No	No	No	Energy consumption of from purchased electricity is not applicable to Air bp's into plane operations.
Extraction, production & transportation of fuels consumed in generation of aviation fuel	No	No	No	No	No	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 emissions	No	No	No	Yes	No	**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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