PUBLIC DISCLOSURE STATEMENT

CITY OF ADELAIDE

SERVICE CERTIFICATION
FY2022-23

Australian Government

Climate Active
Public Disclosure Statement

CITY OF ADELAIDE

An Australian Government Initiative

Climate Active

NAME OF CERTIFIED ENTITY	The Corporation of the City of Adelaide
REPORTING PERIOD	Financial year 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.*  Ilia Houridis (Apr 29, 2024 17:44 GMT+9.5) Ilia Houridis Acting Chief Executive Officer Apr 29, 2024

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

Version: August 2023

1.CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	19,581 tCO_2-e
CARBON OFFSETS USED	100% VCUs
RENEWABLE ELECTRICITY	NA
CARBON ACCOUNT	Prepared by: Tandem Energy
TECHNICAL ASSESSMENT	20 October 2023 Tandem Energy Next technical assessment due: FY 2025/26 report
THIRD PARTY VALIDATION	Type 1 7 February 2024 Johan Czanik Consulting

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2.CERTIFICATION INFORMATION

Description of certification

This Public Disclosure Summary (PDS) presents the certification emissions for the Australian business operations of The Corporation of the City of Adelaide (known as the 'City of Adelaide' or 'CoA') owned and operated UPark carpark facilities within the boundary of the council area.

During the period of certification, the City of Adelaide operated ten UPark car parking facilities within the boundary of the council area: UPark Andrew, UPark Central Market, UPark Frome Street, UPark Gawler Place, UPark Grote Street, UPark Light Square, UPark Pirie Flinders, UPark Rundle Street, UPark Topham Mall and Upark Wyatt Street.

The City of Adelaide is also carbon neutral certified under the Climate Active Carbon Neutral Standard for Organisations from financial year 2020 (FY2019/20) onward. The emissions from many of the attributable processes for this service have already been offset under the City of Adelaide's organisation certification.

The City of Adelaide is one of 68 councils in South Australia operating as a public statutory body incorporated under the South Australia Local Government Act 1999. The City of Adelaide includes the suburbs of Adelaide and North Adelaide in the state of South Australia. Adelaide is the capital of South Australia and is a mixed-use area, with residential, commercial, institutional, medical, educational, cultural and entertainment land uses, and substantial Park Lands.

Carbon neutral car parking is an emerging sector, with no Australian car park yet achieving this certification. There is one international example, with UK parking company 'YourParkingSpace' announcing the 'World's first carbon neutral car park' 1. The car park is run with 100% renewable energy and is located at the 'YourParkingSpace' London-based offices. The carpark appears to be reserved for workers in the associated building during the week, and open to the public at the weekend. To make the UK carpark carbon neutral, the average distance driven by motorists to and from the car park, the emissions data for each vehicle, and typical occupancy levels were assessed in order to calculate the car park's total carbon emissions. These emissions are being offset with Gold Standard carbon credits.

It is anticipated that UPark will be able to claim to be the first car park service in Australia to be certified carbon neutral.

[1] YourParkingSpace Launches The World's First Carbon Neutral Car Park | YourParkingSpace

Service description

The functional unit is $kgCO_2$-e/km travelled by customers using the UPark parking service.

This certification covers all emissions generated by users of this service (i.e. full coverage), in a cradle-to-grave assessment.

A variety of data sources were used to quantify these emissions, as listed below:

Title	Source	Description
Total UPark Transaction	UPark	Ledger of all transactions that occurred at UPark carparks (July 2022 to June 2023)
UPark Plus Transactions By Postcode	UPark	Ledger of all transactions by UPark Plus customers at UPark carpark (July 2022 to June 2023)
UPark Chart of Accounts	UPark	Non-financial summary of UPark accounting system, used to identify emission sources
Distance by Post Code	Google API	Database developed in-house that provides distance from Adelaide CBD to and from each South Australian suburb
Population Density	ABS	Heatmap of population density by SA post-code
Australian Vehicle Fuel Type	ABS	Breakdown of all Australian-registered vehicle by fuel type
EV Parking Events	Chargefox & EFTPOS Data	Parking events by EV vehicles at Chargefox managed devices

Data on residential postcode is collected for UPark Plus customers, and this was used to calculate trip-distance to the Adelaide CBD.

Once the total distance methodology was completed for UPark Plus customers, it was extrapolated for all parking events. UPark Plus customers form approximately 33% of all parking events. This was adjusted to approximately 25% upon the exclusion of invalid or unusable location data (e.g. Sydney postcode).

The extrapolation was determined via the following calculation:

$$\text{Total Distance} = (\text{Sum of Distance travelled by each UPark Plus customer}) \times \left(\frac{100}{\%\text{ of sample size}}\right)$$

This methodology operates on three main assumptions. These assumptions are expected to be improved as more robust data collection methodologies are established in future certifications.

- That the UPark Plus customer event log is representative of the entire customer-base.
- That travel to the UPark consists solely of travel from postcode of origin to the UPark and return
- The distance from the starting point postcode to the UPark was calculated using a Google API formula which calculates the distance in km from the centre of the starting point postcode to the centre of Adelaide (postcode 5000) via road networks, which assumes that customers travel via the most efficient route

After determining the km travelled by users of the car park service, the emissions resultant from this travel were quantified.

Climate Active provides emission factors for vehicles based on engine size (small, medium and large) and fuel type. However, no data is currently available to accurately determine the vehicle size distribution of UPark customer vehicles, as UPark Plus account holders are not currently required to register their car

type details. Publicly available data from the Australian Bureau of Statistics, Government of South Australia Department for Infrastructure and Transport, and Data SA (South Australian Government Data Directory) do not provide detail of vehicle size or type beyond “sedan” or “station wagon”.

In order to achieve a conservative estimate at this time, it was decided that the functional unit emission factor per kilometre travelled by a customer should incorporate only medium and large car emission factors, whilst recognising the increasing prevalence of electric vehicles and subsequent decrease in transport emissions.

Due to this lack of specific data regarding the detail of vehicles, such as fuel consumption or size, Climate Active-provided emission factors for vehicles of unknown fuel were utilised. This provides the most conservative emissions estimate for fuel emissions.

Table 1 - Climate Active provided emission factors

Emission Source	**Emission Factor (kg CO_2-e per km)**
Medium Car, Unknown Fuel	0.22
Large Car, Unknown Fuel	0.28

In order to provide a conservative estimate of vehicle size distribution, it was assumed that 75% of vehicles that use UParks are of medium size, and 25% large, with no small vehicles considered. This results in an emission factor of 0.235 kg of CO_2-e per km. Additional to this breakdown, EV charging data was used to estimate the EV vehicle proportion.

The below table identifies the estimated kilometres travelled by vehicle type, and the associated emissions based on the above assumptions and estimations:

Table 2 - Total distance travelled by customer by vehicle type and total emissions

	KM	**% of KM**	**t CO_2-e**	**% Of CO_2-e**
Medium	59,758,952	74.9%	12,993	70%
Large	19,919,651	25.0%	5,656	30%
EV	(152,273)	0.2%	-	0%
Total	**79,680,740**		**18,648**	

The above calculations determine that the average return trip to a UPark site is approximately 29 km per customer, equating to 6.8 kg of CO_2-e per customer parking event.

For Climate Active certification, the quantity of functional units (kilogram of CO2-e per km travelled) is 79,680,740 units at 0.235 kg CO_2-e per km travelled. Note an uplift of 5% is added to this to accommodate uncertainty so the final emissions generated is calculated at 19,581 CO_2-e.

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' of a product or service. These attributable processes are services, materials and energy flows that become the product or service, make the product or service and carry the product or service through its life cycle. These attributable emissions 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.

Inside emissions boundary

Quantified

Customer Transport

Stationary Energy*

Transport Fuels*

Electricity*

Water*

Cleaning and chemicals*

ICT Services and Equipment*

Office Equipment and Supplies*

Employee commute*

Work from Home*

** These emissions sources have been included within City of Adelaide's organisation certification and so the associated emissions have already been offset.*

Non-quantified

Nil

Outside emission boundary

Non-attributable

Embodied emissions from vehicle production

Service process diagram

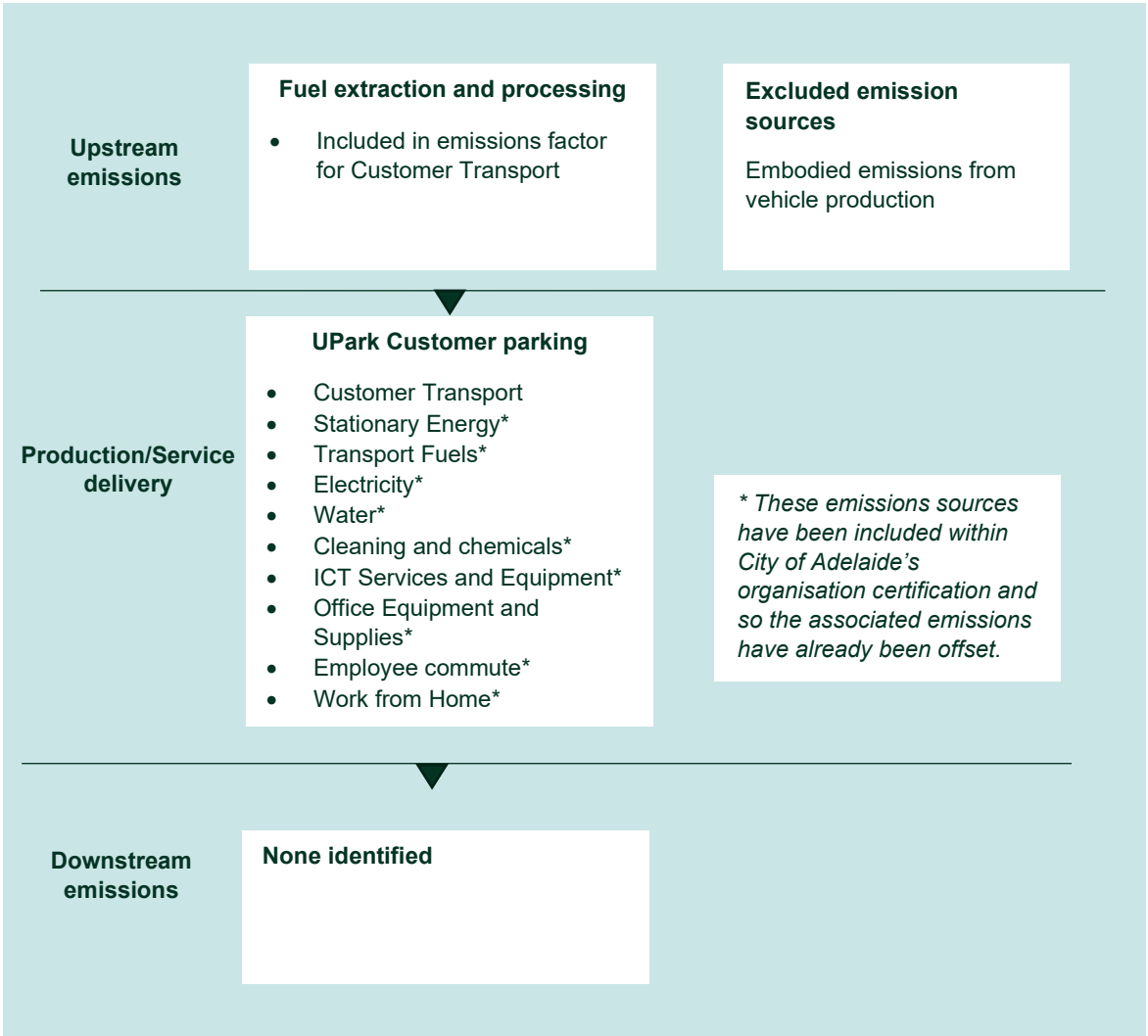
The City of Adelaide is a Climate Active certified organisation, having been certified since the 2019/20 financial year period. Thus, the certification of the UPark service must avoid double-counting of emission sources already captured in the organisation emission boundary.

Discussion with relevant City of Adelaide staff identified that all emission sources for UPark, other than the emissions from customer travel, are already incorporated within the organisation emission boundary, and therefore are not required to be quantified in this analysis.

For the sake of clarification, the emission boundary for both organisation and service certifications are as follows:

Table 3 - CoA Emission Boundary by Certification

CoA Organisation Emission Boundary	UPark Service Emission Boundary
Stationary Energy	Customer transport
Transport Fuels	
Electricity	
Water	
Cleaning and Chemicals	
ICT Services and Equipment	
Office Equipment and Supplies	
Employee commute	
Work from Home	



4. EMISSIONS REDUCTIONS

Emissions reduction strategy

Draft Integrated Climate Strategy 2030

In 2023 the City of Adelaide developed an Integrated Climate Strategy 2030 and had a draft version endorsed by Council in December for public consultation. This Strategy supersedes the Carbon Neutral Strategy 2015 – 2025 and the Climate Action Plan 2022 – 2025. The draft Strategy is undergoing community consultation in early 2024 with a view to be finalised mid-year.

The draft Integrated Climate Strategy 2030 includes an overarching target to:

Halve the city's carbon emissions by 2030 from a 2020 baseline and to be net zero by 2035

Net zero emissions refers specifically to achieving an overall balance between greenhouse gas emissions produced and greenhouse gas emissions removed from the atmosphere.

The emissions described within this Service certification sit within that overarching target and reductions should be considered holistically across both this certification and the Organisation certification.

In order to achieve this, the draft Strategy includes five goals outlined below in Table 1.

Goal 1. A climate resilient city	Goal 2. A net zero city	Goal 3. A city where nature thrives	Goal 4. Transition to a decarbonised economy	Goal 5. A climate leading capital city council
Priority: A cool city with no urban heat island effect	**Priority:** All homes and businesses will be electrified and powered by renewables	**Priority:** Caring for Country in partnership with Kaurna Miyurna	**Priority:** Growth in circular economy industries in the city	**Priority:** Reduce City of Adelaide's operational carbon emissions by 75% from 2020 to 2030 and achieve absolute zero emission by 2035
Priority: Greening supported by sustainable water resources	**Priority:** Public EV charging infrastructure is available for all users, including micro-mobility, catalysing the uptake of EVs in Adelaide	**Priority:** Biodiversity, native grasslands and woodlands are protected and enhanced	**Priority:** Procurement decisions that localise supply, prioritise reuse and drive green industries	**Priority:** Transitioning our corporate fleet to zero emissions
Priority: Homes and businesses are protected from climate hazards	**Priority:** Triple the number of city workers who cycle to work, and double the number of local residents who walk to work	**Priority:** Karrawirra Pari, waterways, Adelaide Park Lands and Squares act as arteries connecting our native species	**Priority:** Zero avoidable kerbside waste to landfill ('zero waste') by 2035	**Priority:** Climate change and sustainability are integrated into how we do business

Table 1: Draft Integrated Climate Strategy 2030 Goals and Priorities

The community carbon emission target will be supported through a focus on electrification of buildings, supporting a transition to electric vehicles and micro-mobility, and increasing the uptake of active transport.

In particular, the draft Strategy includes a priority that:

Public EV charging infrastructure is available for all users, including micro-mobility, catalysing the uptake of EVs in Adelaide

City of Adelaide first installed publicly available EV charging infrastructure in 2017, to demonstrate and provide leadership to the emerging EV industry and users, with 54 installed across our UPark businesses and on-street in 2022. The draft Strategy includes a target to increase this to 100 new public chargers installed by 2025. Fifty four of these have already been installed within our UPark facilities and it is anticipated that many of the remainder will also be within UPark facilities.

In 2023 an EV Transition Roadmap was developed to identify the most effective and strategic way the City can support their uptake through further infrastructure.

This carbon neutral UPark service certification is designed to mitigate the UPark customer emissions while the City of Adelaide supports the community's transition to electric vehicles.

Emissions from private vehicle use constitute 21% of the City of Adelaide's community carbon emissions. Electric vehicles are one option for reducing the climate impact of this travel, along with active transport options like walking, cycling and scooting, and public transport.

The City also supports its residents and businesses to install their own electric vehicle chargers with cash incentives, through its award-winning Sustainability Incentives Scheme.

The increase in charging infrastructure is supported by community education and engagement on electric vehicles and other low carbon transport options, through the Carbon Neutral Adelaide program.

The emissions from the UPark customers travelling to and from the carparks is anticipated to drop slowly at first, as more customers uptake these vehicles, and continue at a faster rate as more electric vehicles enter the market.

5.EMISSIONS SUMMARY

Use of Climate Active carbon neutral products and services

N/A

Emissions summary

Emission category	Scope 1 emissions (t CO_2-e)	Scope 2 emissions (t CO_2-e)	Scope 3 emissions (t CO_2-e)	Total emissions (t CO_2-e)	Service offset liability (tCO_2-e)
Cleaning and chemicals*	0.00	0.00	8.37	8.37	0
Electricity*	0.00	0.00	0.00	0.00	0
ICT services and equipment*	0.00	0.00	48.72	48.72	0
Stationary energy (gaseous fuels)*	66.21	0.00	13.75	79.96	0
Transport (air)*	0.00	0.00	0.22	0.22	0
Staff commute*	20.52	0.00	24.90	45.42	0
Customer Transport	0.00	0.00	18648.57	18648.57	18648.57
Water*	0.00	0.00	0.00	0.00	0
Working from home*	0.00	0.00	0.42	0.42	0
Office equipment and supplies*	0.00	0.00	0.08	0.08	0
Total	**86.73**	**0.00**	**18745.03**	**18831.76**	

Items marked * have already been included in City of Adelaide organisation certification, and the proportionate emissions based on FTE for UPark as a percentage of total CoA FTE included here for illustrative purposes. More information can be found here: https://www.climateactive.org.au/buy-climate-active/certified-members/city-adelaide.

Emissions intensity per functional unit *(including all emissions attributed to this Service as above)*	0.2363
Emissions intensity per functional unit *(including ONLY Customer Transport)*	0.2340

While a conservative approach has been taken throughout the calculation process, an additional uplift factor of 5% has been included in the below final figures to ensure all uncertainties are covered.

Emissions intensity per functional unit *(including an uplift of 5% as described above)*	0.2457
Number of functional units to be offset *(km travelled by UPark customers)*	79,678,603
Total emissions to be offset *(tCO_2-e)*	19,581 t CO_2-e

6.CARBON OFFSETS

Offsets retirement approach

This certification has taken an in-arrears offsetting approach. The total emissions to offset are 19,581 tCO_2-e. The total number of eligible offsets used in this report is 19,581. Of the total eligible offsets used, none were previously banked and 19,600 were newly purchased and retired. 19 units are remaining and have been banked for future use.

Co-benefits

Mount Sandy Conservation, South Australia + My Son Solar Power Project, Vietnam

Mount Sandy brings together indigenous and non-indigenous communities of Australia by promoting traditional land management for biodiversity conservation. This project protects a rare pocket of wetlands and woodlands between the Coorong National Park and Lake Albert. As one of the last remaining areas of native vegetation in the region, the land forms a strategic wildlife corridor and is of great significance to the Ngarrindjeri people, the indigenous local nation.

For the purpose of receiving credits to offset carbon emissions under the Climate Active program, this project is paired with a solar energy project in Vietnam's sunny Ninh Thuan province. This project drives Vietnam towards a greener, fairer future. It displaces fossil fuels with renewable power, mitigating the harmful greenhouse gas emissions that are destroying our planet. It boosts local economies by employing local workers and paying them sustainable wages to end poverty.

Rio Anapu-Pacaja Forest Protection, Brazil

The Rio Anapu-Pacaja Forest Protection project is situated in the northwest of Brazil, Para state, in the micro-region of Portel, and aims to conserve 165,707 hectares of the Brazilian Amazon. Around 50% of the population in this region are rural communities, who have historically relied on subsistence agriculture and wood extraction to survive. In recent years the forest has become increasingly degraded due to unplanned timber logging and grazing activities, with high levels of land grabbing and land conflict putting increasing pressure on native forest dwellers. With the aim to strengthen local governance and put an end to illegal logging in the region, the project has been working closely with the local Riverine people and traditional rural villagers around the project area, to gain their land tenure documents and eventually full freehold title deeds.

Eligible offsets retirement summary

Offsets retired for Climate Active 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 (%)**
My Son - Hoan Loc Viet Solar Energy Project	VCU	Verra	20/10/2023	15798-719632496-719637095-VCS-VCU-264-VER-VN-1-1958-01022022-31122022-0	2022	-	4,600	0	0	4,600	23%
Stapled to											
Mount Sandy Conservation, South Australia	ABU	N/A	20/10/2023	65079-69678	N/A	4,600	-	-	-	-	-
Rio Anapu-Pacaja REDD Project	VCU	Verra	20/10/2023	11290-313952593-313967592-VCS-VCU-1531-VER-BR-14-2252-01012016-31122016-1	2016	0	15,000	0	19	14,981	77%
									Total offsets retired this report and used in this report	**19,581**	
									Total offsets retired this report and banked for future reports	**19**	

Type of offset units	Eligible quantity (used for this reporting period)	Percentage of total
Verified Carbon Units (VCUs)	19,581	100%

7. RENEWABLE ENERGY CERTIFICATE (REC) SUMMARY

N/A

APPENDIX A: ADDITIONAL INFORMATION

N/A

APPENDIX B: ELECTRICITY SUMMARY

N/A

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.

N/A – no non-quantified attributable processes for this service certification in this reporting period.

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**).

N/A – no attributable processes that met all 3 exclusion criteria in this reporting period.

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
Embodied carbon from vehicle manufacture	Y	N	N	N	N	**Size:** The embodied emissions attributable to vehicle manufacture are estimated at 14% of total carbon emissions over a vehicle's lifetime. (Source: International Energy Agency 2021) **Influence:** We do not have the potential to influence the emissions from this source, as the method of manufacture and choice of vehicle are out of our control. **Risk:** There are no relevant laws or regulations that apply to limit emissions specifically from this source, the source does not create supply chain risks, and it is unlikely to be of significant public interest. **Stakeholders:** Key stakeholders, including the public, are unlikely to consider this a relevant source of emissions for our product/service. **Outsourcing:** We have not previously undertaken this activity within our emissions boundary and comparable products/services do not typically undertake this activity within their boundary.

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Public Disclosure Statement - City of Adelaide - UPark- FY23 - for ACEO signature

Final Audit Report 2024-04-29

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