

airbc

Air bp PAS 2060 Qualifying Explanatory Statement

Third period 2018-2020

This is PAS2060 Qualifying Explanatory Statement to demonstrate that Air bp Ltd has achieved carbon neutrality and is committed to being carbon neutral in line with PAS2060:2014 reporting



As the aviation division of bp, Air bp is one of the world's leading suppliers of aviation fuel products and services. We have a network of operations at over 800 locations in more than 55 countries and supply around 6.6 billion gallons of jet kerosene and aviation gasoline a year. We fuel more than 6,000 flights every day – or four every minute.

Our many customers include commercial airlines, aircraft and helicopter operators, business jet operators, private pilots and the military; as well as aviation authorities, into-plane operators, general aviation (GA) airfield and fixed based operators (FBOs) and national oil companies.

We don't just supply aviation fuel. Our experts provide a complete aviation fuel consultancy service, including the design, build and operation of aviation fuelling facilities. Our wide range of innovative technical services help our customers protect their business and manage risk.

We have a strong local presence, with over 1000 employees working in our many offices around the world. It's our combination of global reach and local knowledge that helps us better understand our customers and makes sure we meet their needs.

Since 2016 Air bp has been supporting its customers with their carbon reduction goals. Our low carbon offer includes the supply of sustainable aviation fuel (bp Biojet); supply of unleaded avgas; technical services solutions; assistance with voluntary carbon offsetting and complying with the requirements of the European Emission Trading. As part of this offer, we also help our customers to communicate the importance of carbon reduction to their customers, thereby helping influence behaviours along the value chain.





Carbon neutrality declaration

"Carbon neutrality of into-plane services at Air BP operated airport fuel facilities achieved by Air BP Limited in accordance with PAS2060 for the period 1 July 2018-30 June 2020, with a commitment to maintain this carbon neutrality until 30 June 2022. Our declaration of carbon neutrality has been externally assured by ERM CVS."

Justin Walker Air bp technical services director

The Qualifying Explanatory Statement (QES) contains all the required information on the carbon neutrality of the given subject. All information provided within this report has been reviewed by a third party and is believed to be correct. If provided with any information affecting the validity of the following statements, this document will be updated accordingly to reflect Air bp's current status regarding carbon neutrality. This report will be made publicly available on Air bp's website.

This is the third declaration of commitment from Air bp Limited.

Air bp's carbon neutrality declaration has been assured by an independent third party, ERM Certification and Verification Services Ltd (ERM CVS). The assurance letter from ERM CVS can be found in Annex D of this report.



Introduction

This document forms the Qualifying Explanatory Statement (QES) to demonstrate that Air bp Limited has achieved carbon neutrality for into-plane services at Air bp operated airport fuel facilities across its global network.

Air bp has quantified their carbon footprint in accordance with PAS2060:2014 – Demonstration of the achievement of carbon neutrality and purchased carbon credits to offset its carbon footprint for the period of 1 July 2018 – 30 June 2020.

Air bp has set up a carbon management plan to reduce its carbon intensity footprint in order to demonstrate commitment to being carbon neutral in accordance with PAS 2060:2014.

Entity making PAS 2060 declaration	Air bp Limited
Individual(s) responsible for the	Justin Walker, Air bp technical services director
evaluation and provision of data necessary for the substantiation of the declaration (including that of preparing, substantiating, communicating and maintaining the declaration)	Gigi Yuen, Air bp global carbon neutral lead
Subject of PAS2060	Operational emissions of Air bp Limited business, a wholly owned part of bp Group. Refer to "Boundaries of Subject"
Function of subject	The function of Air bp's operation is to provide aviation fuel and services to its global customers by supplying aviation fuels for consumption
Activities required for subject to fulfil its function	The activities required to provide aviation fuel and services include;
	 Operation of pumping facilities at airport depot storage facilities
	 Operation of pumping facilities for supply of fuel into underground fuel hydrants
	 Into-plane services which comprise of the operation of aviation refuelling vehicles delivering fuel into aircraft
Rationale for selection of the subject	The subject reflects Air bp's owned emissions that the business has control over. This enables the business to have direct influence over the reduction of emissions and take necessary steps to achieving carbon neutrality.
Type of conformity assessment has been undertaken	I3P-3 – Independent third party certification unified
Baseline date for PAS 2060 programme	1 July 2014
Achievement period	1 July 2018 – 30 June 2020
Commitment period	1 July 2020 – 30 June 2022

General information

 $^{\rm 1}$ Hereafter in this report carbon is referred to as carbon dioxide equivalent (CO $_{\rm 2e}).$



² Air bp initial's baseline declaration period was from 1st July 2014 to 30th June 2016. Air BP's has 2-year declaration periods, however carbon quantification and offsets are completed annually.

Scope

The achievement and commitment to maintain carbon neutral covers all Air bp into-plane services at airport fuel facilities across the global network. Into-plane operations involve the supply of Jet fuel and aviation gas services to customers including commercial airlines and general aviation.

PAS 2060 carbon neutrality

Air bp is following the timeline for carbon neutrality in accordance to figure 1 carbon neutrality declaration periods. Air bp has completed its third application period. The first period represents the baseline period that corresponds the start of third quarter of 2014 to end of second quarter of 2016. The subject has been defined and its carbon footprint quantified. This QES will be updated accordingly to reflect any changes and actions that could affect the validity of the declaration of commitment. The QES is officially released to the public after third party assurance of Air bp's carbon neutral program.

A carbon management plan has been set up to target carbon reductions within Air bp's defined boundaries, where the business is able to have direct influence over the carbon emissions.



Figure 1: carbon neutrality declaration periods

Boundaries of the subject

Air bp is a global aviation fuel distribution business that delivers high quality product to meet customers' needs. Air bp provides into-plane services on airfield sites delivering fuel into aircrafts.

The declaration of carbon neutrality covers greenhouse gas (GHG) emissions relating to Air bp's into-plane operations. The boundary is defined from onsite airport storage facilities to point of sale at wing tip of an aircraft. The GHGs reported here relate to locations where Air BP



can implement its own operating policies and hence exert the greatest control to reduce GHG emissions.



Figure 2: boundaries associated with Air BP operated site with GHG emissions.

GHG emissions associated with Air bp's into plane services within the defined boundary for the period 1 July 2018 to 30 June 2020 have been quantified in accordance with the GHG Protocol.

The data for the third application period has been assured by an independent third party, ERM Certification and Verification services (ERM CVS), who confirm that the carbon neutral declaration set out in this QES is appropriately reported in accordance with the requirement of PAS2060. The assurance letter issued by ERM CVS can be found in annex D of this QES. The GHG emissions included within the boundary for the period 1 July 2018 to 30 June 2020 are shown in table 1, below.

³ The boundary shown in figure 2 is a generic schematic demonstrating the operational boundaries applied to locations operated by Air bp. Among these locations, a combination of operating model applies. Some airport locations may have split operating service arrangements with other service providers and/or joint venture partners. For example, at some locations Air bp may operate the airport fuel storage only while another operator delivers into-plane services (delivery of fuel) and vice versa.



Quantification of carbon footprint

Emission sources

All Scope 1 & Scope 2 GHG emissions within Air bp's operational boundaries as defined in the above section and emissions from selected categories of Scope 3 are included and summarised in table 1. Where GHG emissions have been estimated, these have been determined based on a conservative approach that precludes underestimation.

GHG emissions description ⁴ , ⁵		Third Application Period Total (tCO _{2e})		
CO _{2e}		1st July 2018 to 30th June 2019 (tonne CO _{2e}) ⁶	1st July 2019 to 30th June 2020 (tonne CO _{2e})	% of total footprint
Scope 1	Direct GHG emission from diesel consumption of refuelling vehicles used service aircrafts.	4221	4217	35%
Scope 2	GHG Emissions arising from electricity consumption emissions arising from consumption of electricity on premises.	3487	3035	27%
Scope 3	Other indirect emissions: Combustion of jet fuel arising from air travel business air travel of employee.	1110	441	6%
	Diesel consumption for road transport from delivering fuel to airport by Air BP direct 3rd party contractors ⁵ .	4651	3157	32%
Total GHG	footprint	13 469	10 850	
Total GHG	footprint for third period	24 3	19	

Table 1: GHG emissions for boundaries of the subject.

Air bp has achieved a reduction in emission of 15 011 tCO₂e in the third period from the baseline period (total GHG footprint for the baseline period was 39 330 tCO₂e; second application period was 34 657tCO₂e). Air bp is committed to our continued carbon reduction efforts through the carbon management plan (refer to section for details).

⁴ Annex A details a list of GHG carbon footprint relevant to the boundary defined in Air bp

⁵ Annex B details justifications of scope 1, 2 & 3 emissions inclusions and exclusions

⁶ Carbon emission factors used for this period were reviewed each quantification period



⁷ bp travel policy requires that employee business travel shall be made with bp's preferred travel management company. bp's travel management company provides carbon emission reporting to Air bp. Scope 3 emissions included in our footprint is what has been reported by the travel management company for the period of 1 July 2018 to 30 June 2020.

Methodology

GHG emissions associated with Air bp's defined boundary for the period of 1 July 2018 to 30 June 2020 have been quantified according to the GHG Protocol, Corporate Accounting and Reporting Standard, and Corporate Value Chain (Scope 3) Standard which is in line with bp Group GHG reporting. Bp Group's approach to reporting GHG emissions broadly follows the IPIECA/API/IOGP petroleum industry guidelines for Reporting GHG emissions (the IPIECA guidelines).

The methodology selected for quantification of Air BP's GHG emissions is systematically applied across our global network to ensure that uncertainties are reduced as far as practicable. As stated by PAS2060:2014, the GHG Protocol methodology can be presumed to meet the requirements of PAS2060:2014.

Scope 1 and 2 emissions

Figure 2 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 locations carrying bulk aviation fuel which is used to service aircrafts on apron
- 3) **Kerbside Operation** aviation fuel is dispensed via customer self-serve kerbside dispenser units.

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

The carbon footprint for each operation type is determined by sampling energy consumption i.e. diesel and electricity at selected sample sites. These samples are considered to be a representative of the energy consumption for sites of that operation type. Subsequently, carbon emissions and a carbon intensity factor are calculated for each operation type.

To ensure representative samples are taken for each type of operation, the required sample size is calculated, and sample sites are selected based on their annual fuel sales. The confidence interval of fuel sales has been determined using an upper and lower fuel sales range, and the sample sites selected accordingly.

The carbon intensity factor, CIF, is measured in CO_{2e} emitted per litre of aviation fuel sold (kg/L). The carbon footprint for each operation type is then determined by scaling the fuel sales volume with the carbon intensity factor.

Scope 3 emissions – road transportation

Air bp outsources all logistics activities employing third party contractors to transport aviation fuel from supply sources to airport depots for Into-plane services use. Air bp has elected to



include in their carbon footprint the emissions from road transportation by third party road contractors transporting aviation fuel from supply sources. The method used for calculating emissions for road transportation is in line with the UK DECC's GHG conversion factors for company reporting: Methodology paper for emission factors. By electing to include our outsourced road transportation activities within the boundary of our carbon neutral declaration, Air bp is essentially offsetting part of our road transportation partners' emissions.

Scope 3 emissions – business air travel

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 company. Emissions from business air travel reported in this declaration are those provided directly by bp's travel management company, which tracks and calculates emissions data for the application period.

Data source

Primary and secondary data have been used for the carbon quantification process. Primary data is used where possible. Only where primary data was not available secondary data was used to quantify emissions.

- 1. **Primary data** relates to data that are retrieved directly by Air bp for parameters within the defined boundary. This includes fuel sales volumes, energy consumption volumes and costs at sample sites, and distance travelled by third party road transportation contractors
- 2. **Emission factors** were sourced from government and industry recognised databases based on geographical location of the sample sites. Where countries have their own carbon emission factors, these figures were applied and where country-specific emission factors were not available, emission factors as published by the Intergovernmental Panel on Climate Change (IPCC) were applied.
- 3. **Secondary data** includes the market cost for energy supply which may be used to estimate the implied energy consumption units for sampling sites. If the volume of energy consumed is not available, then the expenditure in relation to energy market prices was applied to obtain the energy consumption volume. Staff business air travel emission data provided by Air bp's management company is also included in the quantification of emissions.

Assumptions and estimations

The key assumption to quantifying Air bp's scope 1 and scope 2 carbon footprint is that the carbon emissions at an Air bp operated site are proportional to the aviation fuel sales volume through the into-plane services. Sites sampled for energy consumption are representative of each operating type (hydrant, refueller and kerbside), therefore the carbon intensity factor used to calculate the emissions is representative of Air bp's total scope 1 and 2 inventories based on this assumption.

For scope 3 business air travel, Air bp uses emission figures provided by bp's travel management company. The travel management company performs emissions calculations using the company's internal carbon footprint calculator. It is assumed the reported emission figures are accurate. Due diligence checks on the calculations have been performed by Air bp.



For Scope 3 road transportation, Air bp calculates the indirect emissions using the following assumptions:

- Large diesel articulated trucks (>50tonnes) are used for the transportation of aviation fuel from supply source to airport fuel facilities.
- Reported distances from third party contractor are for return trips where the first half of the journey is 100% laden and the return journey is 0% laden.
- Method used to calculate emissions is in accordance with DECC GHG conversion factors for company reporting methodology paper.

Exclusions

Annex B outlines all the inclusions and exclusions for GHG emissions.

Uncertainties

A source of uncertainty for defining Air bp's carbon footprint is the energy consumption. At some sample sites, the energy consumption by volume may not be available and is therefore estimated by using the cost for energy expended over the application period. This energy consumption is calculated using the total spend divided by the market cost per unit of energy for the country of the airport location.

Where possible, the average wholesale price between July 2018 and June 2020 of diesel (in L) and electricity (in Kwh) has been used to obtain a yearly average market price. If the wholesale price is not available, the market spot prices or retail prices were used.



Carbon management plan

Air bp is committed to achieving carbon neutrality for the global business for the third application period of 1 July 2020 to 30 June 2022 in accordance with PAS2060:2014.

Air bp aims to reduce the total carbon footprint intensity by 5% over 10 years (commenced in 2016).

Air bp is committed to continually look for opportunities to reduce its carbon footprint through working with industry and technology. The carbon management plan is presented at Air bp's annual leadership meeting in the third quarter each year where the progress of carbon reduction and energy efficiency of 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 key 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.





Emission reduction activities

Asset Integrity Management:

Road transportation reduction

Air bp invested in the upgrade of an aviation fuel terminal in Norway in the third quarter of 2018. The terminal consisted of a pipeline that connects the terminal directly to the airport which allows for more efficient supply of aviation fuel into the airport. This replaces the need



for road transportation and reduce scope 3 carbon emissions for Air bp. It is anticipated that delivering fuel direct by pipeline as opposed to via road will save around 300 tonnes of carbon emissions annually.

Vehicle start stop technology

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

Air BP will now start global implementation of start/stop technology into our fleet of refuelling vehicles.

Vehicle replacement programme

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.

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.

Alternative Fuels

Use of biodiesel in refuelling vehicles

Air bp Helsinki airport has been using biodiesel to fuel refuelling vehicles. The trial started in with approximately 25% of the diesel used being biodiesel. As of 2019, the airport uses 100% biodiesel to reduce Scope 1 emissions.

Influence & Other Initiatives

The effects of the Covid-19 pandemic have resulted in a significant reduction in aviation activities globally. This has resulted in a substantial reduction in Air bp's Scope 3 emissions from road transportation of aviation fuels as a result of lower demand for those fuel deliveries. Emissions are expected to increase as global air travel returns to pre-pandemic levels.



Air bp is also adapting to new virtual ways of working that are the result of pandemic-related travel restrictions and decreased Scope 3 business air travel. These changes will likely result in sustainable carbon savings over future years.

Ongoing emissions reduction plan

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

- Energy efficiency assessment is a continuous improvement work plan item will play an important for Air bp to drive efficiency in our operations. Air bp has developed an energy efficiency assessment during this application period for operations energy saving opportunities and reduce carbon emission intensity. The energy efficiency assessment is planned to be rolled out globally in the next application period.
- 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. A number of airports have now got VSD on their sites. This will be a main consideration for any new site builds or upgrade in our operating portfolio.
- **Biofuel** The trial at Helsinki airport has led the way for Air bp to look for opportunities in expanding the use of biodiesel for its fleet of fuelling vehicles globally.
- **Clean energy procurement** Air bp will look to work with electricity providers to procure clean energy to reduce Scope 2 emissions.

Carbon offset program

Offset program for the third application period

Credits amounting to a total of 24 319 tCO2e have been ordered by Air BP for the period covering 1 July 2018 – 30 June 2020 from BP Target Neutral (www.bptargetneutral.com). These carbon credit retirements have been completed over two different cycles: December 2019, September 2020. These credits offset the GHG emissions as defined in the "Boundaries of the subject", Table 1: GHG emissions for boundaries of the subject and as itemised in annex A.

A summary of the retirements is provided in Annex C together with the emails from Markit confirming retirement.

Retirements are made from the following projects:

- Kamiranga Ceramic fuel Switching Project
- Distribution of ONIL Stoves in Mexico
- Lower Zambezi REED+ Project
- Solar Thermal Electricity Program in India
- Indonesia Domestic Biogas Programme
- Bagepalli CDM Biogas Programme



- Sichuan Rural Poor-household biogas development programme
- University of Wisconsin Milwaukee Campus Wide Clean Energy & Energy Efficiency Project
- Grouped Hydropower Plants in Chongqinq
- CGN Zhaoyuan Zhangxing Wind Power Project

Further information on the projects can be found on the Markit Registry (see detail in annex C) All credits are from sources which guarantee that:

- the offsets purchased represent genuine, additional GHG emission reductions; and
- projects involved in delivering offsets meet the criteria of additionality, permanence, leakage and double counting.

The purchase of offsets via these schemes also guarantees that they have been verified by an independent third party, were only issued after the emissions reductions had taken place, and were retired within 12 months from the date of the declaration of this carbon neutrality achievement. These credits are supported by publicly available project documentation at www.bptargetneutral.com and are stored and retired in an independent and credible registry – Markit.

Furthermore, BP Target Neutral (BPTN) complies with the requirements of the ICROA code of best practise (www.icroa.com); and selects projects which provide additional co-benefits to society (including environmental, economic and social).

BPTN has a rigorous assessment process: Experts visit each project site to seek evidence from project owners and local stakeholders of project claims and to assess technical risks. BPTN also assesses non-technical risk to ensure projects are developed in accordance with local laws and the UN Declaration of Human Rights and, wherever possible, that local communities are not affected negatively by the project. Independent organisations, namely The Climate Group, Fauna & Flora International and Forum for the Future participate in BPTN's project selection forum to ensure each project delivers socio-economic and environmental benefits locally. Finally, all projects are also reviewed and approved by the BPTN independent advisory and assurance panel. For more information visit www.bptargetneutral.com

BPTN follows a rigorous process to select the best-in-class carbon credits that meet the criteria listed above.

The process is defined in the following diagram:





Offset program for the fourth application period

For the fourth application period, 1 July 2020– 30 June 2022, Air bp will notify BP Target Neutral of the volume of carbon figures to credits required once the emission calculations are complete for this period. The volumes of credits required by Air bp will be confirmed in the third quarter of each year to BPTN and retirements will be completed at the end of the third quarter of each year and before completion of the external assurance for this application period.

Total carbon credit retired for the third period exceeds carbon footprint as quantified for the third application period by **1581 tCO**_{2e}. A total of excess carbon credit of **3680 tCO**_{2e} (third application period of 1581; second application period of 869 tCO_{2e} and first application period of 1230 tCO_{2e}). These surplus credits will be applied as part of a carbon credit reconciliation process and are available to be carried over into the fourth application period.



Annex A: GHG footprint justifications

GHG Description	Justification for inclusion / exclusion
CO₂ Carbon dioxide	Included: Carbon dioxide is emitted from the combustion of fossil fuels.
	Refuelling vehicles' consumption of diesel are the primary source of CO ₂ for Air BP under <u>scope 1 direct & scope 3 other</u> <u>indirect</u> GHG emissions.
	Electricity consumption for pumping fuel into refuelling vehicles or hydrant or kerbside operations is another CO ₂ source for Air BP under scope 2 indirect GHG emissions.
CH ₄ Methane	Included: Methane is emitted when fossil fuels are burned.
	Refuelling vehicles' consumption of diesel fuels are the primary source of CH ₄ for Air BP under <u>scope 1 & scope 3 other indirect</u> GHG emissions.
	Electricity consumption is another CH ₄ source for Air BP under <u>scope 2 indirect</u> GHG emissions.
N₂O Nitrous oxide	Included: Nitrous oxide is emitted when fossil fuels are burned.
	Refuelling vehicles' consumption of diesel fuels are the primary source of N ₂ O for Air BP under <u>scope 1 & scope 3 other indirect</u> GHG emissions.
	Electricity consumption is another N ₂ O source for Air BP under <u>scope 2 indirect</u> GHG emissions.
HFC Hydro fluorocarbon	Excluded: HFC are used as refrigerants, aerosol propellants, solvents, and fire retardants. The major emissions source of these compounds is their use as refrigerants.
PFC Perfluorocarbons	PFCs are mainly used in the electronics sector (manufacture of semi-conductors) and as refrigerants.
SF6 Sulphur hexafluoride	SF6 is released from electrical substations, magnesium smelters and from some other consumer goods. Hydro fluorocarbons, perfluorocarbons and sulphur hexafluoride.
NF3 Nitrogen trifluoride	NF3 is used in a relatively small number of industrial processes. It is primarily produced in the manufacture of semiconductors and LCD (liquid crystal display) panels, and certain types of solar panels and chemical lasers.
	Air BP does not participate in processes that directly contributes to the emission of HFC, PFC, SF6 and NF3. This data is excluded from the GHG footprint of Air BP as it is not material and it is not practical to collect.



Annex B: Scope 1, 2 and 3 emissions inclusion and exclusion

Purchased goods and services (upstream).Extraction and production of purchased materials and fuels.Excluded: Emissions from the production of aviation fuels are not under the direct operational control of Air BP as Air BP does not own or operate any refineries that are responsible for the production of aviation fuel. Aviation products are obtained from various sources globally, it is not technically feasible or cost effective to quantify such emissions.Transport and distribution (upstream).Transportation of purchased materials or goods.Included: Third party road contractor activities are included as scope 3 emissions.Excluded: Only Air BP directly involved road logistics are included in the scope of the declaration, therefore kilometers travelled by BP FVC (fuel value chain) activities are excluded. This avoids double counting of emissions when reporting emissions into BP Group GHG reporting or should BP FVC	Emission source	Description	Justification of exclusion
and services (upstream).production of purchased materials and fuels.Emissions from the production of aviation fuels are not under the direct operational control of Air BP as Air BP does not own or operate any refineries that are responsible for the production of aviation fuel. Aviation products are obtained from various sources globally, it is not technically feasible or cost effective to quantify such emissions.Transport and distribution (upstream).Transportation of purchased materials or goods.Included: Third party road contractor activities are included as scope 3 emissions.Excluded: Only Air BP directly involved road logistics are included in the scope of the declaration, therefore kilometers travelled by BP FVC (fuel value chain) activities are excluded. This avoids double counting of emissions when reporting emissions into BP Group GHG reporting or should BP FVC	Purchased goods	Extraction and	Excluded:
Transport and distribution (upstream).Transportation of purchased materials or goods.Included: Third party road contractor activities are included as scope 3 emissions.Excluded: Only Air BP directly involved road logistics are included in the scope of the declaration, therefore kilometers travelled by BP FVC (fuel value chain) activities are excluded. This avoids double counting of emissions when reporting emissions into BP Group GHG reporting or should BP FVC	and services (upstream).	production of purchased materials and fuels.	Emissions from the production of aviation fuels are not under the direct operational control of Air BP as Air BP does not own or operate any refineries that are responsible for the production of aviation fuel. Aviation products are obtained from various sources globally, it is not technically feasible or cost effective to quantify such emissions.
Excluded: Only Air BP directly involved road logistics are included in the scope of the declaration, therefore kilometers travelled by BP FVC (fuel value chain) activities are excluded. This avoids double counting of emissions when reporting emissions into BP Group GHG reporting or should BP FVC	Transport and distribution (upstream).	Transportation of purchased materials or goods.	Included: Third party road contractor activities are included as scope 3 emissions.
go through their own carbon neutral accreditation process.			Excluded: Only Air BP directly involved road logistics are included in the scope of the declaration, therefore kilometers travelled by BP FVC (fuel value chain) activities are excluded. This avoids double counting of emissions when reporting emissions into BP Group GHG reporting or should BP FVC go through their own carbon neutral accreditation process.
Employee business Included:		Employee business	Included:
travel. Business air travel included as scope 3 emission.		travel.	Business air travel included as scope 3 emission.
Employee road travel.Excluded:Air BP has employees globally and data is difficult to obtain therefore difficult to assess. Road travel is immaterial compared to business air travel emissions.		Employee road travel.	Excluded: Air BP has employees globally and data is difficult to obtain therefore difficult to assess. Road travel is immaterial compared to business air travel emissions.
Employees commuting to and from work.Excluded:Air BP has employees located globally with flexible work arrangements (i.e. part time, homebase, shared office facilities). It is not feasible, practical or cost effective to quantify; and it is subject to change.		Employees commuting to and from work.	Excluded: Air BP has employees located globally with flexible work arrangements (i.e. part time, homebase, shared office facilities). It is not feasible, practical or cost effective to quantify; and it is subject to change.
Transportation of sold products.Included: Supply into aircraft via refuelling vehicles is included as scope 1 & 2 emissions.		Transportation of sold products.	Included: Supply into aircraft via refuelling vehicles is included as scope 1 & 2 emissions.
It is assumed that there are no further transport of sold product as it is assumed the fuel will be consumed at point of delivery.			It is assumed that there are no further transport of sold product as it is assumed the fuel will be consumed at point of delivery.
Transportation of waste.Excluded: Waste generated from sites is not considered to		Transportation of waste.	Excluded: Waste generated from sites is not considered to



Emission source	Description	Justification of exclusion
		transportation of waste is not considered to be material.
Waste from operation.	Waste disposal.	Excluded: 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 product recovery systems at airport depot storage facilities and aviation fuels meet strict international product cleanliness requirements. Therefore, minimal waste is produced and emissions from waste disposal is not material.
Energy related	Extraction,	Excluded:
activities	production and transportation of fuels consumed in the generation of electricity.	Energy consumption from the production of aviation fuels is excluded from the Air BP's boundary. Aviation products are obtained from various sources globally; it is not cost effective to quantify generation and loses of electricity.
	Generation of electricity is consumed in T&D system.	Excluded: Air BP as a global network purchases electricity from various sources. It is not technically feasible or cost effective to quantify generation and loses of electricity.
	Purchase of electricity that is sold to an end user	Excluded: Energy consumption from purchased electricity is not applicable to Air BP's in-to plane operations.
	Employee energy consumption for office based employees	Excluded: Air BP has employees located globally with flexible working arrangements (i.e. part time, home-based, shared office facilities). It is not technically feasible, practical or cost effective to
		quantify and is subject to change.
Upstream / Downstream Leased assets, and outsourced activities	Operations of assets leased by or owned by Air BP	Included: Energy consumption at locations where the intoplane activity is outsourced at Air BP operated sites has been accounted under scope 1 or 2 emissions.
Investment	Operations of investments (including equity and debt investments and project finance)	Excluded: Emissions at sites where Air BP is in a joint venture but do not operate are excluded due to competition law which precludes, data from being accessed by Air BP.
Use of sold products and	End use of aviation fuels	Excluded: Emissions as a result of aircraft engine fuel combustion are not accounted for as this is defined as outside the operating boundaries of Air



Emission source	Description	Justification of exclusion
services (Downstream)		BP. Since end user has control over how they utilise the product, it is not financially viable to measure and report and offset in the boundary.
		Air BP has an influencing strategy and customer offer to work with IATA and its customers to achieve their publicly stated carbon reduction goals.
End of life treatment	Waste disposal and treatment of products sold by Air BP at the end of their life	Excluded: Waste generated from product is not considered significant enough in quantity to measure and report. All Air BP operated sites utilise product recovery systems at airport depot storage facilities and aviation fuels meet strict international product cleanliness requirements which ensure minimal waste is produced.



Annex C – Carbon offset credit

Retirement summary



Retirement confirmations from Markit Registry

(Includes all relevant project information including serial numbers and vintages)

2018-2019 retirement



Markit Environmental Registry - 2018-2019 A.zip

2019-2020 Retirement

2019-2020 Retirements.zip



Annex D – Carbon neutral assurance letter

Independent Assurance Statement to Air BP Limited

ERM Certification and Verification Services, Ltd. (ERM CVS) was engaged by Air BP Limited (Air BP) to provide independent assurance that Air BP's carbon neutrality declaration for its into plane services at Air BP-operated alipon fuel facilities for the application period 14 July 2018 to 30° June 2020 as presented in its Qualifying Explanatory Statement (QES) conforms with the requirements of PAS 2060 2014. Specification for the demonstration of carbon neutrality (PAS 2060)

	Engagement summary
	To assure whether the carbon neutrality declaration made by Air BP relating to its into-plane services at Air BP-operated airport fiel facilities for the application period 1 ^{ed} July 2018 to 30 ^{ed} u200 and reported in the GEB, conforms with the requirements of PAS 2080. The scope included assuring:
Scope of our assurance engagement	 Whether calculation methodologies applied are consistent with the requirements of PAS 2060 and are applied correctly to the data.
	 Whether sufficient and appropriate evidence is available to support the information within the QES, including whether the data contained within the QES has been accurately collated and reported and is supported by evidence.
	 WRIWBCSD GHG Protocol
Reporting criteria	 PAS 2060:2014: Specification for the demonstration of carbon neutrality
	 Air BP Internal Carbon Neutral methodology ("Air BP Carbon Neutral Baseline Model", Issue number 3, July 2020)
Assurance standard	ISO 14064-3:2019: Specification with guidance for the verification and validation of greenhouse gas statements
Assurance level	Umited assurance.
Materiality	A materiality threshold is set at five percent (for both understatements and overstatements) of the Scope 1, 2 and 3 GHG emissions.
Respective	Air BP is responsible for preparing the data, purchasing and retiring ourbon offsets, and collection and presentation of the information in the QES.
responsibilities	ERM CVS's responsibility is to provide conclusions on the agreed scope based on the assurance activities performed and exercising our professional judgement.

Our conclusions

Based on our activities, nothing has come to our attention to indicate that Air BP's carbon neutrality declaration for its into-plane services at Air BP-operated airport fuel facilities for the application period 1st July 2018 to 30th June 2020 as presented in the QES does not conform with the requirements of PAS 2060.

Our assurance activities

We planned and performed our work to obtain all the information and explanations that we believe were necessary to provide a basis for our assurance conclusions. A team of QHQ and assurance specialists performed the following key activities:

- Interviews with relevant staff to understand and evaluate:
 The internal reporting processes, quantification methodology, including sampling approach, and the emission activation workbooks.
 The data management systems and processes (including data collection and internal review processes) used for collecting and reporting the data.
 A review of the calculations of the GHG emissions for 2018-19 and 2019-20, including whether the calculations are in line with Air BP's methodology.
 A review of samples of existence for the underlying data used in the calculations of the GHG emissions, and a
- A review of samples of evidence for the underlying data used in the calculations of the GHG emissions, and a check of the emission factors used.
- A review of the carbon offsets purchased and confirmation of their retirement.
 A review of the information presented in the QES for accuracy and completeness

The limitations of our engagement

The reliability of the assured data is subject to inherent uncertainties, given the available methods for determining, calculating or estimating the underlying information. It is important to understand our assurance conclusions in this context.

Our observations

Without affecting the conclusions presented above, we have made the following key observations

- Air BP calculates its Scope 1 and Scope 2 GHQ emissions using carbon intensity factors which are derived from the fuel and energy consumption associated with delivering its into-plane fuelling services. The fuel and energy consumption data used in the calculation of the intensity factors includes estimated data. Increasing the proportion of actual consumption data from Air BP's globally operated facilities would help enhance the completeness and
- or actual consumption data from Air Br's globally operated hacines would help enhance the competeness and accuracy of the underlying data from which the intensity flactors are derived. The Scope 3 GHG emissions from business travel by air included in Air BP's carbon footprint for the 1⁴ July 2018 to 31⁴ December 2019 reporting period have been provided directly by the company's external travel agency. The provided documentation does not include details of the methodology or the emissions factors used, therefore, these could not be independently verified.

Based on the work outlined above, we have provided Air BP with a separate, confidential report detailing our assessment of its OHO emissions data and QES.

Both C & myde

Beth Wyke Partner 15th December 2020

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EPIM CVS is a member of the EPIM Group. The work that EPIM CVS conducts for clients is solely related to independent essurance activities and auditor training. Our processes are designed and implemented to ensure that the work we undertake with clients is thee from bias and control of interval. EPIM CVS and the EPIM staff that have undertaken this engagement work have provided no consultancy related services to Air ID[®] is any maped.

