

Verification Report - Morehead Landfill Project – CAR592

Morehead, Kentucky

December 16, 2024

Prepared for:

Advanced Disposal Services
Morehead Landfill, Inc.

300 Old Phelps Road in
Morehead, Kentucky

Prepared by:

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1. Introduction

This report is provided to the Project Developer, Advanced Disposal Services Morehead Landfill, Inc. (Advanced Disposal) as a deliverable of the Climate Action Reserve (CAR) project verification process. This report covers the verification of the Morehead Landfill Project – CAR592 (the Project) for the reporting period of December 1, 2022 through November 30, 2023.

Advanced Disposal and 3Degrees Group, Inc. (3Degrees) are the parties responsible for the GHG statement under verification. 3Degrees was responsible for the preparation and fair presentation of the Greenhouse Gases (GHG) statement. First Environment, Inc. (First Environment) is responsible for expressing the opinion below on the GHG statement based on the outcome of the verification process.

2. Objectives

The purpose of this verification was, through review of appropriate evidence, to establish that:

- The Project conforms to the requirements of the verification criteria, including all eligibility requirements, discussed in Section 4 of this report.
- The data reported are accurate, complete, consistent, transparent, and free of material error or omission.

Verification objectives also included reaching a conclusion about the accuracy of the GHG statement and the conformity of the statement with criteria.

3. Verification Scope

Specific scope metrics for the verification are outlined in the table below:

Geographic Boundaries	Morehead Landfill, Morehead, Kentucky
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Emission Reduction Sources, Project Emissions, and Greenhouse Gases	Emissions reductions (expressed in units of Carbon Dioxide equivalents (CO ₂ e)) resulting from methane destruction; Project emissions of CO ₂ from fossil fuel combustion and purchased electricity.
Reporting Period	December 1, 2022 through November 30, 2023
Data Sources	Metered Data and Emissions Reduction Calculations

4. Standards Used to Verify Emissions (Criteria)

The following table outlines the guidance and protocols used to conduct this verification:

Standard of Verification	- Climate Action Reserve Landfill Project Protocol, Version 6.0, June 2022 (CAR Protocol) - U.S. Landfill Project Protocol, Version 6.0 Errata and Clarifications, April 13, 2023 - Reserve Offset Program Manual (April 2024, v9.2) - Applicable Climate Action Reserve Policy Memos
Verification Process	- Section 8 of the CAR Protocol, Version 6.0 - Climate Action Reserve Verification Program Manual, February 3, 2021 - ISO 14064-3: Specification with guidance for the verification and validation of greenhouse gas statements, 2019
Level of Assurance	Reasonable Level of Assurance
Materiality	Misstatements greater than three percent of the Project's emission reductions assertion are considered material.

	• Qualitative non-conformities with the CAR Protocol are also considered material.
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5. Overview of the Verification Process

The verification process was utilized to gain an understanding of the Project's emission sources and reductions, and to evaluate and verify the collection and handling of data, the calculations that lead to the results, and the means for reporting the associated data and results.

The following verification process was used:

- Conflict of interest review
- Selection of audit team
- Verification preparations
- Initial interaction and kickoff meeting with 3Degrees
- Development of the verification and evidence gathering plan
- Execution
- Site visit
- Assessment of raw data and calculations for period under review
- Follow-up interaction with the project developer and 3Degrees for corrective action, clarification, or supplemental data as needed
- Independent review
- Final opinion and report submittal

5.1 Conflict of Interest Review

Prior to beginning any verification project, First Environment conducts an evaluation to identify any potential conflicts of interest associated with the Project. No potential

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conflicts were found for this Project. First Environment also received authorization to proceed with verification activities for the Project developer from CAR in a notification dated February 21, 2024.

5.2 Audit Team Selection

First Environment's Verification Team consisted of the following individuals who were selected based on their verification experience, as well as familiarity with landfill operations.

Lead Verifier – Jeff Daley

Verifier – Maya Wisotzki

Senior Internal Reviewer – Jay Wintergreen

5.3 Strategic Analysis and Verification Preparations

First Environment performed pre-engagement activities to confirm the type of engagement, level of assurance, materiality thresholds, the objectives, criteria, and scope for verification activities.

First Environment also performed a strategic analysis to understand the activities and complexity of the project and to determine the nature and extent of the verification activities required. The strategic analysis was also used to develop sufficient understanding of the GHG-related activity and its relevant sector information to plan and conduct the verification.

5.4 Audit Kick-off

The verification was initiated with a kick-off meeting on March 7, 2024 with 3Degrees. The meeting focused on confirming the scope, schedule, and data required for verification.

5.5 Development of the Verification and Evidence-Gathering Plan

The Audit Team formally documented its verification plan as well as determined the evidence gathering plan. The verification plan was developed based on the discussion of

key elements of the project verification process during the kick-off meeting. The project developer was afforded the opportunity to comment on the key elements of the plan for verification. Based on items discussed and agreed upon with the project developer, the plan identified the First Environment project team members, project level of assurance, materiality threshold, and standards of evaluation and reporting for the verification. It also provided an outline of the verification process, established project deliverables, and presented a data-evidence gathering plan designed to review all project elements in areas of potentially high risk of inaccuracy or non-conformance.

5.6 Execution of Evidence Gathering Activities

The Audit Team executed the evidence-gathering activities. The verification was conducted according to the verification plan and the evidence-gathering activities according to the evidence-gathering plan.

5.7 Site Visit

Mr. Jeff Daley and Ms. Maya Wisotzki conducted a site visit on April 11, 2024 to assess the Project's data management systems, and interview personnel relevant to the Project as part of the verification process.

5.8 Emissions Reduction Data and Calculation Assessment

This assessment used information and insights gained during the previous steps to evaluate the collected data and reported emissions reduction quantities, and to identify whether either contained material or immaterial misstatements.

5.9 Corrective Actions and Supplemental Information

The team issued corrective action requests during the verification process. 3Degrees provided sufficient responses to all of the corrective action requests.

5.10 Independent Review

Before verification reporting is released to the client, a First Environment lead verifier, who has not participated in the verification activities, conducts an independent review

to confirm that all verification activities have been completed and provide the agreed upon level of assurance.

5.11 Verification Reporting and Opinion Issuance

Verification reporting, represented by this report, documents the verification process and identifies its findings and results. Verification reporting consists of this report for 3Degrees, a verification opinion, and a list of findings, all to be submitted to the Climate Action Reserve.

6. Conformance with Verification Criteria

6.1 Project Description

The Morehead Landfill is located at 300 Old Phelps Road in Morehead, Kentucky. The landfill opened in 1974 and is owned and operated by Advanced Disposal, a subsidiary of Waste Management, LLC.

The landfill gas collection and control system consists of horizontal and vertical gas extraction wells, leachate cleanout risers, an open flare, and two lean-burn Caterpillar 3516 Engines.

The Project achieves a net reduction in CO₂-equivalent (CO₂e) emissions through the destruction of landfill gas, which would have otherwise been released into the atmosphere. The baseline scenario, defined as the total release of landfill gas to the atmosphere, was verified during the Project's initial reporting period.

6.2 Eligibility

The Project meets the eligibility requirements set forth in the CAR Protocol as described below.

6.2.1 Ownership and Title

The landfill was originally owned and operated by Veolia ES Solid Waste. In November 2012, Advanced Disposal Services (ADS) Waste Holdings, Inc. (the parent company of Advanced Disposal Services) acquired Veolia ES Solid Waste. First Environment reviewed an affidavit of sale demonstrating the acquisition of Veolia ES Solid Waste by Advanced 12/16/2024

Disposal. On October 5, 2017, a Landfill Gas Sales Agreement was entered into with North American Biofuels, LLC (NAB), the owner of the two caterpillar engines and energy plant. The Landfill Gas Sales Agreement explicitly states that all environmental attributes associated with methane destruction by flaring remain with the owner of the landfill and environmental attributes associated with methane destruction via the engines remains with NAB. First Environment reviewed written confirmation from NAB's Chief Commercial Officer confirming that they are aware credits from methane destruction via their engines are issued under Advanced Disposal's account. 3Degrees has entered into a Verified Emission Reduction Purchase Agreement with both ADS and NAB for post credit issuance sales and payments between all involved parties.

Additionally, First Environment relied on the Attestation of Title completed by Advanced Disposal for the current reporting period. The Attestation of Title is on file with CAR and was reviewed to confirm that it was completed correctly.

6.2.2 Project Start Date

First Environment confirmed that the Project meets CAR's start date requirements. The Project start date is December 3, 2009, which was confirmed during the initial verification through review of field notes and flare installation and start up records and was re-confirmed during the current verification.

The Project is currently within its second crediting period which spans from December 3, 2019 through December 2, 2029.

6.2.3 Additionality

The Project passes both the Performance Standard Test and the Legal Requirements Test, as described below.

6.2.3.1 Performance Standard Test

The Project consists of the installation of a landfill gas collection and control system and therefore exceeds the performance standard defined by the CAR Protocol, specifically Scenario 1 from the list provided in Section 3.4.1 of the CAR Protocol. It was confirmed during the site visit that the landfill had no pre-project methane destruction devices, and the landfill is not a bioreactor.

6.2.3.2 Limits on Credit Stacking

The project is not claiming any other credits or incentives for methane destruction activities. The project activity is generating Renewable Energy Certificates (RECs) and is currently registered under the PJM-GATS (PJM-Generation Attribute Tracking System) tracking system. However, carbon dioxide emission reductions associated with displacement or offsetting of fossil generated electricity are excluded from the GHG assessment boundaries of the Protocol.

6.2.3.3 Legal Requirements Test

In May 2021, the Environmental Protection Agency (EPA) published the final MSW Landfills Federal Plan (40 CFR 62, Subpart OOO). This new Subpart implements the 2016 emission guidelines for existing MSW landfills in 40 CFR Part 60, Subpart Cf, which are located in states that did not have approved and effective state plans in place. This Federal Plan became effective on June 21, 2021 and implements a NMOC emissions threshold of 34Mg./yr.

The Morehead landfill has a permitted capacity above the 2.5 million cubic meter threshold of municipal solid waste that triggers New Source Performance Standard (NSPS) requirements, and the State of Kentucky did not have an approved state plan in place. Therefore, 40 CFR 62, Subpart OOO requirements apply to the Morehead Landfill.

The most recent non-methane organic compounds (NMOC) emissions rate testing occurred on November 30, 2022 and a NSPS Tier II NMOC Testing, and Emissions Rate Report dated January 25, 2024, was submitted to the U.S. EPA. The report identifies that the total facility NMOC emission rate is estimated to be 18.22 Mg/Yr. in 2023. This NMOC emissions rate is below the 34 Mg per year threshold established by 40 CFR 62, Subpart OOO, and is also below the 34Mg per year threshold previously established by Subpart XXX. Therefore, the landfill is not required to operate an active collection system under NSPS requirements.

First Environment reviewed the facility's Solid Waste Operating permit and Title V permit to confirm that no other requirements for an active landfill gas collection and control system existed. This cursory review of permits, laws, and regulations indicated the voluntary nature of the Project.

Additionally, First Environment relied on the Attestation of Voluntary Implementation completed by Advanced Disposal for the current verification period. The Attestation is on file with CAR and was reviewed to confirm that it was completed correctly.

6.2.4 Regulatory Compliance

First Environment reviewed the landfill's Title V operating permit, solid waste permit, Kentucky Pollution Discharge and Elimination System (KPDES) Permit, engine generators Title V permit, and a generated a compliance report on April 2, 2024 using the EPA's Enforcement and Compliance History Online (ECHO) database in order to assess regulatory compliance. The EPA ECHO database report indicated that the site had stormwater discharge exceedances and associated violations during the current reporting period. The exceedances listed in the U.S. EPA ECHO report are related to storm water runoff from the soil borrow area and are related to natural occurring elements in the soils of Kentucky. Advanced Disposal received violation notices from the Kentucky Department of Environmental Protection (KDEP) for various issues related to discharge exceedances, leachate and erosion issues, odor issues, and exposed waste issues. First Environment reviewed all violation notices and associated documentation and concluded that all identified issues are not related to the project activity or project equipment and therefore do not affect crediting during the current reporting period.

Additionally, First Environment relied on the Attestation of Regulatory Compliance completed by Advanced Disposal for the current reporting period. The Attestation is on file with CAR and was reviewed to confirm that it was completed correctly.

6.3 Project Performance Against CAR Protocol and Projects Management System

The Project was implemented in conformity with the CAR Protocol. 3Degrees developed and implemented a Monitoring Plan to track relevant project parameters and data sources. The Monitoring Plan, including the Project Diagram, was reviewed to determine compliance with the protocol requirements. Based on observations made during review of relevant project documentation, First Environment found the Monitoring Plan and Project Diagram to meet the requirements set forth by the CAR Protocol and the Project to be implemented in accordance with the Monitoring Plan, except where noted in Section 6.5 below. Additionally, First Environment confirmed during the course of

verification activities that relevant individuals are properly trained to implement the Monitoring Plan.

6.3.1 Project Monitoring

The Project's monitoring conforms to the requirements of the CAR Protocol, as discussed below.

Landfill gas flow to the flare is continuously measured using a Thermal Instruments flow meter. A Yokogawa data logger records the flow rate at least once every 15 minutes. The flow rate is standardized to a standard temperature and pressure of 60°F and one atmosphere.

Landfill gas flow to the engines is continuously measured using a Thermal Instruments flow meter. A Yokogawa data logger records the flow rate at least once every 15 minutes. The flow rate is standardized to a standard temperature and pressure of 60°F and one atmosphere.

Two loaner flow meters were used during the reporting period to facilitate routine calibration of the primary meters.

The methane concentration of the landfill gas is measured weekly with portable methane analyzers. Seven different Elkins Envision analyzers were used during the reporting period. Methane concentration data is recorded in monthly operation reports.

Both gas flow rates and methane concentration are measured on the same relative moisture basis.

Table 1 summarizes the Project monitoring system parameters and monitoring equipment employed by the Project.

TABLE 1: Monitoring Equipment				
Parameter	Monitoring Equipment	Frequency of Measurement	Frequency of Recording	Recording Device
Landfill gas flow	Thermal Instruments flow meters	Continuous	At least every 15 minutes	Yokogawa data logger

TABLE 1: Monitoring Equipment

Parameter	Monitoring Equipment	Frequency of Measurement	Frequency of Recording	Recording Device
Methane Concentration	Elkins Envision portable gas analyzers	At least weekly	As measured	Monthly operations reports
Hourly Operation of Destruction Device (Flare)	Thermocouple	Continuous	At least every 15 minutes	Yokogawa data logger
Hourly Operation of Destruction Device (Engine)	N/A – Each engine is equipped with a safety shutoff device			

6.3.2 Instrument Quality Assurance/Quality Control

The Project's instrument quality assurance/quality control (QA/QC) plan for the Project's monitoring equipment complies with CAR Protocol's requirements.

The Project utilizes a Thermal Instruments flow meter for each destruction device, one for the flare and one for the engines. Two identical loaner flow meters were also used to facilitate routine calibrations of the primary meters.

The Thermal Instruments flow meters are inspected and cleaned with as found/as left conditions documented at a minimum during the routine manufacturer calibration events as stipulated in the Project's monitoring plan. In lieu of a third-party field calibration accuracy check, both flow meters are manufacturer calibrated with "as found" drift conditions documented. During the current reporting period both the flare and engine flow meters were not calibrated within sixty days of the end of the reporting period. As a result, the Project Developer requested a variance from CAR as discussed in Section 6.5 below. The manufacturer recommends a calibration frequency of once every 18 months. All flow meters were calibrated within the manufacturer's recommended frequency.

The Project used seven Elkins Envision portable gas analyzers to measure methane concentration of the landfill gas during the reporting period. The manufacturer requires annual calibration of the Elkins Envision gas analyzer. The Elkins Envision gas analyzers were calibrated by the manufacturer according to the manufacturer recommended 12/16/2024

calibration intervals. Additionally, the gas analyzers were field calibrated to a known span gas prior to each use. Documentation of field calibration prior to each use was provided for all methane readings applied in the emission reduction calculations. First Environment reviewed all field calibration records and confirmed that the gas analyzers were operating within the five percent accuracy range required by the CAR Protocol.

The flow meters and gas analyzers were calibrated to a range of conditions corresponding to the range of conditions as expected at the landfill.

Table 2 shows the dates during the current reporting period when instrument QA/QC was performed.

TABLE 2: Instrument QA/QC				
Monitoring Equipment	Dates of Use	Inspected/ Cleaned	Calibration Accuracy Check	Calibration
Thermal Instruments Flow Meter S/N 2020414 (Flare Meter)	12/1/2022- 1/16/2023 3/2/2023- 11/30/2023	1/6/2021 1/12/2022 1/27/2023 2/1/2024	1/6/2021 1/12/2022 1/27/2023 2/1/2024	1/6/2021 1/12/2022 1/27/2023 2/1/2024
Thermal Instruments Flow Meter S/N 2019573 (Engine Meter)	12/1/2022- 1/16/2023 3/2/2023- 11/30/2023	1/8/2021 1/13/2022 2/1/2023 2/1/2024	1/8/2021 1/13/2022 2/1/2023 2/1/2024	1/8/2021 1/13/2022 2/1/2023 2/1/2024
Thermal Instruments Flow Meter S/N L9022 (Loaner Meter)	1/16/2023- 3/2/2023	N/A	N/A *	12/8/22
Thermal Instruments Flow Meter S/N L14075 (Loaner Meter)	1/16/2023- 3/2/2023	N/A	N/A *	12/8/22
Elkins Envision s/n: 1003018	5/18/23; 5/22/23	Prior to use	Prior to use	12/22/2021;

TABLE 2: Instrument QA/QC

Monitoring Equipment	Dates of Use	Inspected/ Cleaned	Calibration Accuracy Check	Calibration
				1/20/2023
Elkins Envision s/n: 1101004B	12/8/22; 12/12/22; 12/21/22; 12/29/22; 1/3/23; 1/13/23; 1/16/23; 1/26/23; 1/30/23; 2/20/23; 2/27/23; 3/9/23; 4/24/23; 5/30/23; 6/5/23; 6/14/23	Prior to use	Prior to use	2/1/2021 2/1/2022; 2/16/2023
Elkins Envision s/n: 1909206B	2/13/23	Prior to use	Prior to use	12/8/2021; 12/27/2022
Elkins Envision s/n: 2302206B	3/17/23; 3/20/23; 3/27/23; 4/3/23; 4/10/23; 4/17/23; 5/2/23; 5/9/23; 6/14/23; 6/23/23; 6/26/23; 7/3/23; 7/10/23; 7/17/23; 7/26/23; 7/31/23	Prior to use	Prior to use	2/14/2023
Elkins Envision s/n: 1705204B	8/14/23; 8/15/23;	Prior to use	Prior to use	8/26/2022;

TABLE 2: Instrument QA/QC				
Monitoring Equipment	Dates of Use	Inspected/ Cleaned	Calibration Accuracy Check	Calibration
	8/16/23; 8/17/23; 8/18/23; 8/21/23; 8/22/23; 9/18/23; 9/19/23; 9/25/23; 10/5/23; 10/6/23; 10/9/23; 11/7/23; 11/13/23; 11/18/23			9/5/2023
Elkins Envision s/n: 1712203B	8/30/23; 9/5/23; 9/7/23; 9/8/23; 9/11/23;	Prior to use	Prior to use	4/3/2023
Elkins Envision s/n: 1712208B	8/24/23	Prior to use	Prior to use	1/24/2023

* Meter(s) were in use for less than 60 days and therefore in accordance with Section 6.2 of the Protocol, a calibration accuracy check is not required.

6.3.3 Project Emissions

Project emissions sources and the associated monitoring methodology are summarized in Table 3.

TABLE 3: Project Emissions	
Project Emissions Source	Monitoring
Consumption of Purchased Electricity	Utility Invoices

TABLE 3: Project Emissions	
Project Emissions Source	Monitoring
Propane consumption	Purchase Invoices or estimated

6.4 Emissions Reduction Calculation Assessment

The emission reduction calculations were reviewed to ensure accuracy in the formulas used and the raw data used as inputs. The formulas were tested to ensure consistency with the calculation methodology described in the CAR Protocol.

Total landfill gas flow in a given interval was computed by multiplying the flow rate by the length of the interval. Metered gas flow volumes were measured at standard conditions at one atmosphere of pressure and a temperature of 60°F. The total volume of methane destroyed by the Project was computed in daily intervals by multiplying the daily landfill gas flow by the weekly average of methane concentration measurements and converted to a mass flow using the density of methane at 60°F and one atmosphere of pressure. The total quantity of methane destroyed by the Project is aggregated daily and summed over the reporting period to obtain the total baseline emissions.

Project emissions were calculated by multiplying activity data by appropriate emission factor. There were two instances of weekly methane concentration data substitution applied during the reporting period. First Environment confirmed that data substitution was applied in accordance with Appendix D of the Protocol.

There are two instances where no methane readings were recorded for consecutive weeks (October 15, 2023 through November 4, 2023, and November 19, 2023 through December 2, 2023). In accordance with Protocol requirements, no emission reductions are claimed during these periods.

Because one flow meter is monitoring flow to both engines, it was confirmed through review of the raw flow data that during any intervals when one engine was not operational, the remaining engine had the available capacity to destroy all of the available landfill gas and that engine output corresponded to the flow of the gas. Additionally, it was confirmed during the site visit that the engines are designed in such a manner that it is physically impossible for gas to pass through while the engine(s) are

non-operational, that each engine is equipped with an automatic safety shut-off valve, and that each engine is of identical destruction efficiency.

No sources of leakage emissions are relevant under the Landfill Protocol.

The total emission reductions were determined by subtracting the Project emissions from the baseline emissions.

Table 4 summarizes the input parameters used in the emission reduction calculations.

TABLE 4: Input Parameters		
Project Emissions Source	Monitoring	
Input Parameter	Name	Description/ Value
$LFG_{i,t}$	Total quantity of landfill gas sent to the flare	Aggregated daily from metered data, recorded at 60°F and one atmosphere of pressure
$PR_{CH_4,t}$	Methane content	Averaged weekly from non-continuously methane readings
DE_i	Default destruction efficiency	96% - Open Flare 93.6% - lean burn engine
OX	Oxidation Factor	10%
DF	Discount Factor	10% - for use of weekly measurements of methane concentration
EFFF	Propane emission factor	5.721 kg CO ₂ /gallon
Flare Temperature Cut-off	Metered data below corresponding temperature cut-off are excluded from calculations.	500°F
EF_{EL}	Purchased electricity emission factor	933.1 lb CO ₂ /MWh (SRTV eGrid Subregion)

TABLE 4: Input Parameters		
Project Emissions Source	Monitoring	
GWP _{CH4}	Global Warming Potential of Methane	28 (IPCC 5th Assessment Report)

Copies of the raw data used in the calculations, including flow data and methane content data, were compared with the data used in the final calculations and tested for transcription or mathematical errors. A representative sample of raw data sources and calculations over the reporting period was reviewed. First Environment performed recalculations of emission reductions for the entire reporting period to assess whether they were free of material misstatement.

Table 5 below contains a detailed comparison of the Advanced Disposal's reported emission reductions, and First Environment's recalculation based on the data and documentation reviewed during the verification process.

TABLE 5: Results of Data Checks Conducted and GHG Assertion Comparison		
Advanced Disposal's emission reduction assertion (tCO ₂ e)	First Environment's estimated emission reduction assertion (tCO ₂ e)	Applicable Threshold
75,919	75,697	3%
$\%Error = abs \left(\frac{Stated\ reductions - Verified\ reductions}{Verified\ reductions} \right) \times 100$		-0.29%

First Environment found the emission reduction calculations to be free of material misstatement.

6.5 Approved Variance or Deviations

Advanced Disposal requested a variance from the CAR Protocol for the current reporting period for the following reason:

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Both the engine flow meter meter (s/n 2019573) and flare flow meter (s/n 2020414) were not field checked for calibration accuracy within two months of the end of the reporting period

The variance requests were approved by CAR on May 16, 2024 for the period of December 1, 2022 through November 30, 2023. Table 6 summarizes the specific conditions of the variance approval and First Environment’s verification conclusion.

TABLE 6: Assessment of Variance Requirements	
Variance Requirements	Verification Conclusion
The verifier confirms that the third-party calibration for the engine and flare flow meters performed on February 1, 2024 have as-found and as-left conditions within the 5% threshold for accuracy.	Flow meter calibrations on February 1, 2024 have as found and as left readings with percent errors less than 5%. Specifically: S/N 2019573 - Max As Found Drift = 3.3% S/N 2020414 - Max As Found Drift = 2.6% As left drift conditions were all within the 5% accuracy threshold.
The monitoring plan is reviewed and updated to ensure that all QA/QC requirements will be met in the future.	First Environment confirmed that the monitoring plan was updated to include all QA/QC requirements for flow meters and gas analyzers consistent with Section 6.2 of the Landfill Protocol v6.0.
The verifier confirms that all other QA/QC requirements were met.	First Environment confirmed that all other QA/QC requirements have been met. See Table 2 above for details.

7. Verification Results

Based on the historical evidence collected and the assessments performed, First Environment concludes that the Project’s GHG emissions reductions achieved through the collection and combustion of landfill gas for the reporting period of December 1,

2022 through November 30, 2023, can be considered with a reasonable level of assurance:

- In conformance with the verification criteria
- Without material discrepancy

Verified results show:

December 1, 2022 to December 31, 2022	Total
Baseline Emissions (tCO₂e)	5,654
Project Emissions (tCO₂e)	10
Emissions Reductions (tCO₂e)	5,644

January 1, 2023 to November 30, 2023	Total
Baseline Emissions (tCO₂e)	70,427
Project Emissions (tCO₂e)	152
Emissions Reductions (tCO₂e)	70,275

8. Lead Verifier Signature



Jeff Daley

Senior Associate

9. Senior Internal Reviewer Signature



Jay Wintergreen

Senior Associate