



D.5.2.2. Scope of verification

The verification team shall plan and perform the verification to state with a reasonable level of assurance that the aggregated error in the total GHG emissions for the reporting period does not exceed the materiality limit.

These verification guidelines outline the type of verification procedures that shall be conducted (i.e. substantive testing, controls testing, site visit) to achieve a reasonable level of assurance. However, they are not intended to be prescriptive about the exact verification activities to be performed during verification. The exact verification activities shall be conducted based on the lead verifier's professional judgment.

D.5.2.3. Reasonable level of assurance

The level of assurance refers to the degree of assurance the intended user requires in a verification and this is defined in section 3.1.3 of the Guidelines for Validation and Verification of Emissions (DEFF, 2020).

D.5.2.4. Materiality

The prescribed materiality limit for independent verification engagements under these guidelines is **5%** based on international standards and norms (DEFF, 2020). The total emissions and removals, i.e. the total "S" value, determined by the independent verifier should not deviate by more than 5% of the taxpayers reported value in order for the verification team to issue a positive Verification Opinion statement).

D.5.3. Independent verification process

The independent verification process will follow that described in section 3.2 of the Guidelines for Validation and Verification of Emissions (DEFF, 2020).

D.6. Data approval

A taxpayer's MRV Tool is deemed accepted if the DEFF does not respond to the taxpayer with questions for clarification, corrections or instruction for verification within 90 days of the submission. In the instance that a taxpayer is required to undergo independent verification, the DEFF will communicate with the taxpayer on the verification requirements and any necessary instructions and will provide confirmation once the verification process has concluded and the data has been approved by the DEFF.

Once the Sequestration Report is approved it will be submitted to SARS where it will be combined with the company's total fuel combustion related greenhouse gas emissions ("E" in the Carbon Tax Act). SARS will be responsible for checking that if the sequestration ("S") is actually a net emission (i.e. $S < 0$) then $E - S = E$.