



# **PUBLIC DISCLOSURE STATEMENT**

**TRANSDEV SYDNEY FERRIES**

**SERVICE CERTIFICATION  
FY2020 - 2021**

Australian Government  
**Climate Active**  
**Public Disclosure Statement**



NAME OF CERTIFIED ENTITY:

REPORTING PERIOD: 1 July 2020 – 30 June 2021

**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.



**Australian Government**  
**Department of Industry, Science,**  
**Energy and Resources**

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Version number February 2021



# 1. CARBON NEUTRAL INFORMATION

## Description of certification

This inventory has been prepared for the financial year from 1 July 2020 to 30 June 2021

The certification covers all the ferry services provided by Transdev Sydney Ferries in Australia.

The methods used for collating data, performing calculations and presenting the carbon account are in accordance with the following standards:

- Climate Active Organisation Standard
- The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
- National Greenhouse and Energy Reporting (Measurement) Determination 2008

Where possible, the calculation methodologies and emission factors used in this inventory are derived from the National Greenhouse Accounts (NGA) Factors in accordance with "Method 1" from the National Greenhouse and Energy Reporting (Measurement) Determination 2008.

The greenhouse gases considered within the inventory are those that are commonly reported under the Kyoto Protocol; carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O) and synthetic gases - hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) sulphur hexafluoride (SF<sub>6</sub>) and nitrogen trifluoride (NF<sub>3</sub>). These have been expressed as carbon dioxide equivalents (CO<sub>2</sub>-e) using relative global warming potentials (GWPs).

The functional unit is passenger kilometres, with emissions expressed in terms of tCO<sub>2</sub>-e per passenger.km. The data was obtained through Transport NSW for opal card usage by route and distances estimated via google maps.

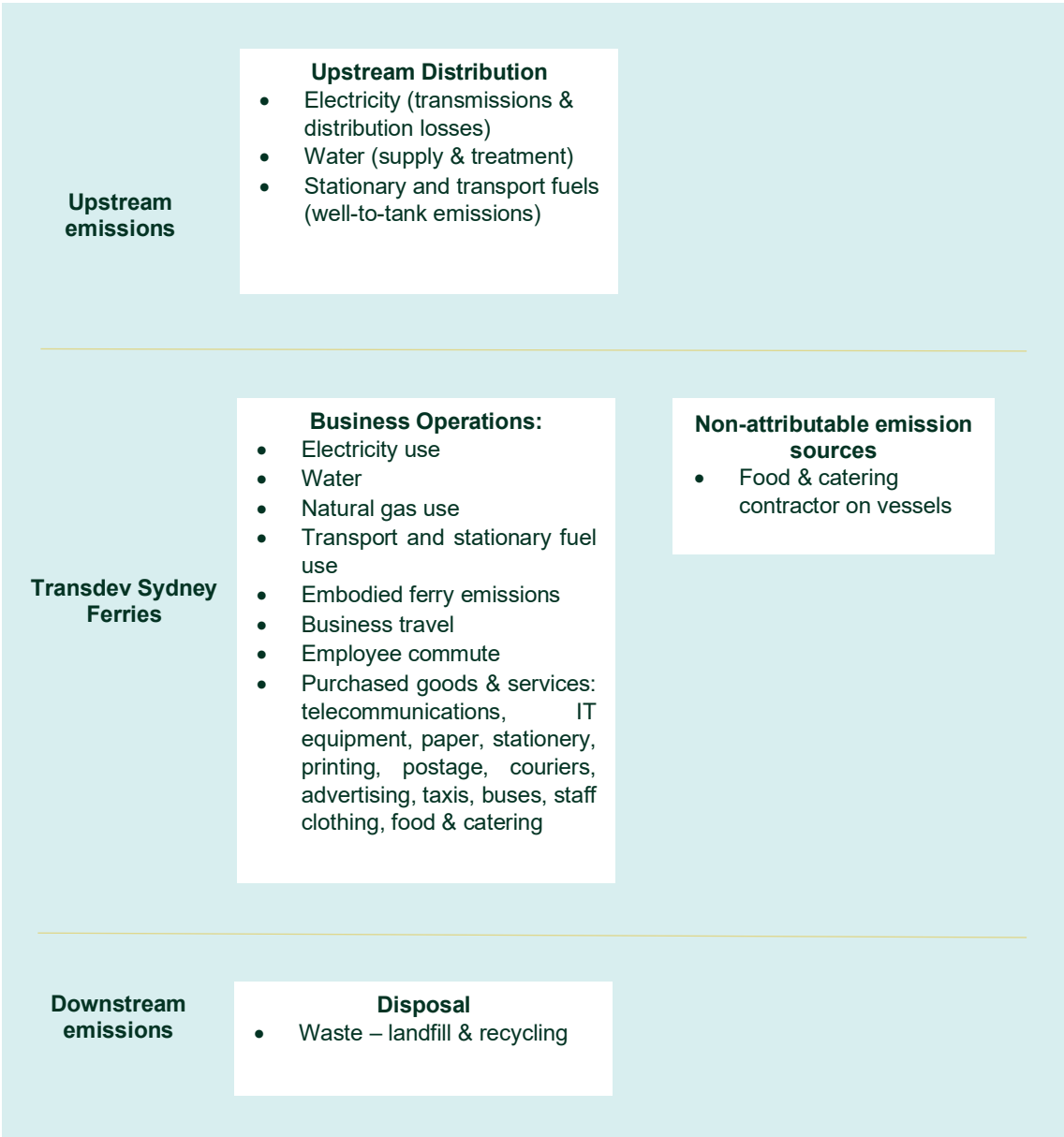
## Organisation description

Transdev Sydney Ferries (TDSF) is a Transdev Australasia Company. TDSF operates approximately 175,000 services, transporting more than 15 million people across Sydney Harbour and the Parramatta River each year. The extensive network connects 39 destinations and spans approximately 37 kilometres from Parramatta in Sydney's west, Manly in the north and Watsons Bay in the east. TDSF's mission is to create a world class ferry service in Sydney by taking the customer service experience to the next level. TDSF maintains a strong focus on its health, safety and environmental responsibilities whilst aiding Transport NSW in providing an integrated transport network.

*“As a major operator in public transport, our focus is minimising our environmental impacts across all areas of our operation and to identify innovative ways to do it”*

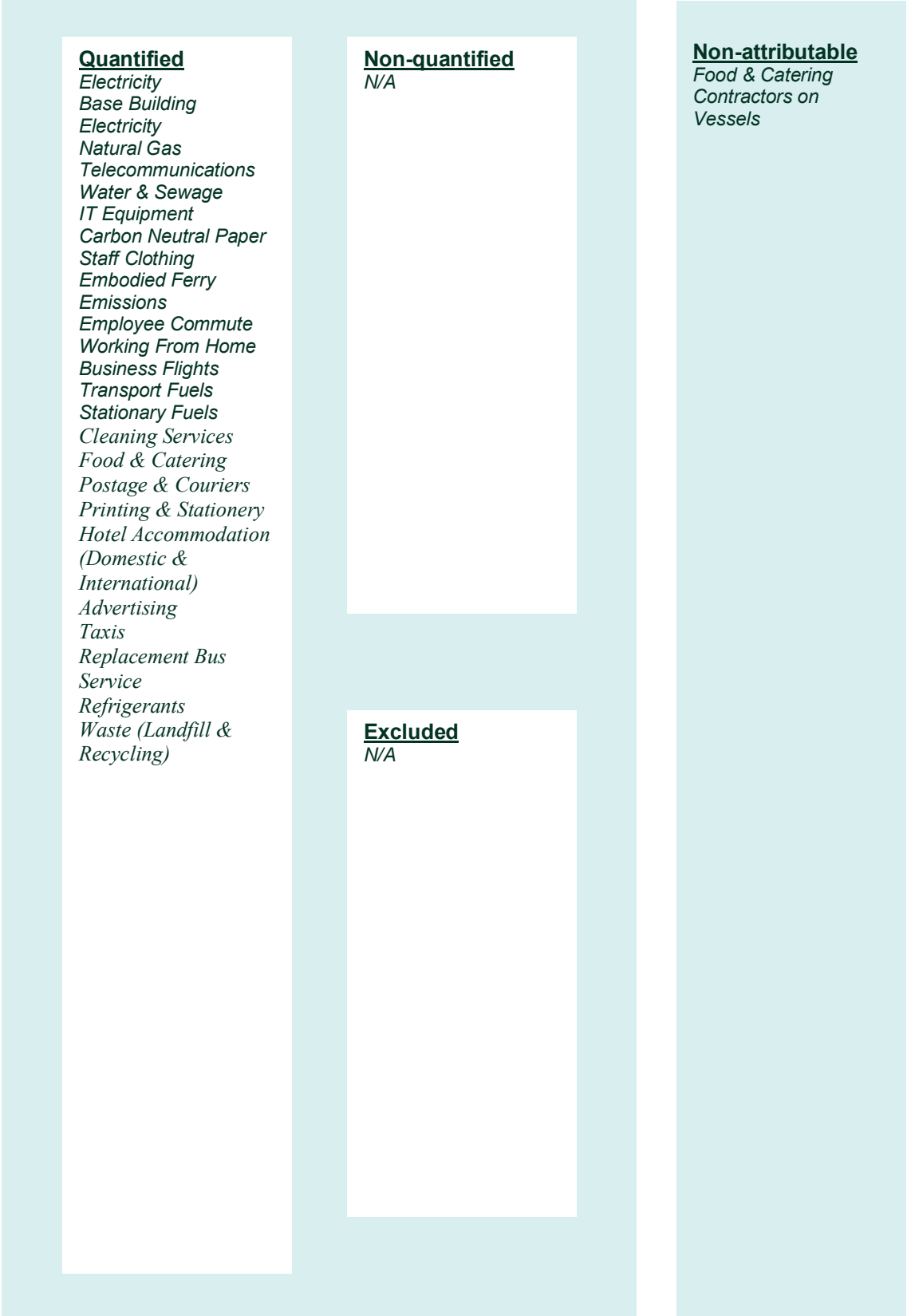
# Product/service process diagram

The following diagram is cradle to grave



## 2. EMISSION BOUNDARY

### Diagram of the certification boundary



### **Attributable non-quantified sources**

N/A

### **Data management plan**

N/A

### **Excluded sources (within certification boundary)**

N/A

### **Non attributable sources (outside certification boundary)**

Food & Catering Contractors on Vessels (scope 3): Carbon emissions related to the provision of meals, drinks and snacks on board TDSF by contracted third parties is outside of the operational control boundary as there is no jurisdiction to enforce policies and procedures related to health, safety and the environment.

*“We are constantly reviewing and looking at initiatives to reduce our environmental impact.”*

# 3. EMISSIONS SUMMARY

## Emissions reduction strategy

TDSF recognises that its operations have the potential to have multiple environmental impacts, including energy usage and storage, waste generation as well as risks to the operating environment. In reviewing its operations, TDSF has identified its GHG emissions across Scope 1, Scope 2 and Scope 3, as well as the waste we generate.

TDSF has identified that the greatest opportunity for environmental performance improvement is through the reduction in Scope 1 (fuel use in our vessels), thus reducing the amount of CO<sub>2</sub> (and other pollutants) produced.

This reduction will be delivered through a number of options including:

- Continued monitoring of Eco Driving programme to reduce consumption.
- Optimise the frequency of hull cleans to minimise drag and hence consumption.
- Invest in new vessels with cleaner & more efficient engines.
- Optimise vessel usage against demand.

For other areas of the business we will:

- Research ways to reduce our Scope 2 related emissions from our use of electricity (including moving head office to a smaller, more energy efficient location).
- Manage all of our waste streams to maximise recycling and minimise the percentage sent to landfill, thus reducing our Scope 3 emissions.

A strategy will be developed and implemented over the next two years.

## Emissions over time

TDSF emissions have increased in 2020-21 due to an increase in the number of ferries operating (from 37 to 47 vessels), increased maintenance activities, refurbishment of 10% of total number of vessels, and improved reporting on the lubricant oils used for maintenance.

Table 1

Emissions since base year				
	Base year: 2017-18	Year 1: 2018-19	Year 2: 2019-20	Current year Year 3: 2020-21
<i>Total tCO<sub>2</sub>-e</i>	39,273.6	39,468.7	38,547.3	42,722.9

## Emissions reduction actions

TDSF is currently implementing following initiatives to reduce our carbon footprint:

- Installing fuel monitoring equipment on all our vessels.
- Introducing a programme of Eco Driving to reduce consumption.
- Refurbishment of 4 river class vessels.
- Monitoring of emissions source categories to identify areas of improvement.

A reduction in the number of functional units (passenger kilometres) was observed during this reporting period due to Covid.

## Functional units

**Table 2**

	Number of functional units
<i>a) Number of functional units sold this period</i>	46,076,627.22
<i>b) Number of functional units to be forward offset demonstrating commitment to carbon neutrality (true-up to be conducted at the end of the reporting period)</i>	0

## Emissions summary (inventory)

**Table 3**

Emission source category	tonnes CO <sub>2</sub> -e
Accommodation and facilities	3.4
Air Transport (km)	10.7
Cleaning and Chemicals	653.0
Electricity	1,211.0
Embodied Ferry Emissions	2,350.0
Food	150.9
ICT services and equipment	1,452.0
Land and Sea Transport (fuel)	31,948.6
Land and Sea Transport (km)	619.2
Office equipment & supplies	36.8



Postage, courier and freight	125.5
Products	162.0
Professional Services	95.8
Refrigerants	11.1
Replacement Buses	557.7
Stationary Energy	2,879.3
Taxis	166.9
Waste	247.4
Water	29.5
Working from home	11.9
Accommodation and facilities	3.4
1. Total inventory emissions	42,722.9
a. Number of functional units represented by the inventory emissions	46,076,627.22
2. Emissions per functional unit (based on the number of functional units represented by the inventory) Total tCO <sub>2</sub> -e divided by the number of functional units in 1a.	0.000927
3. Carbon footprint (Emissions per functional unit (2)* number of functional units (a or b from table 2))	46,076,627.22

## 4. CARBON OFFSETS

The details of the offsets are in the Organisation (parent) PDS at: <https://www.climateactive.org.au/buy-climate-active/certified-members/transdev-sydney-ferri>

## 5. USE OF TRADE MARK

Table 7

Description where trademark used	Logo type
Website	Certified service
Social Media	Certified service
Internal and external documents pertaining to Transdev Sydney Ferries	Certified service
Transdev Sydney Ferries and correlating wharf areas	Certified service

## 6. ADDITIONAL INFORMATION

N/A

# APPENDIX 1

## Non-attributable emissions for products and services

To be deemed attributable an emission must meet two of the five relevance criteria. Non-attributable emissions are detailed below against each of the five criteria.

**Table 8**

Relevance test					
Non-attributable emission	<i>The emissions from a particular source are likely to be large relative to the organisation's electricity, stationary energy and fuel emissions</i>	<i>The emissions from a particular source contribute to the organisation's greenhouse gas risk exposure.</i>	<i>Key stakeholders deem the emissions from a particular source are relevant.</i>	<i>The responsible entity has the potential to influence the reduction of emissions from a particular source.</i>	<i>The emissions are from outsourced activities previously undertaken within the organisation's boundary, or from outsourced activities typically undertaken within the boundary for comparable organisations.</i>
Food & Catering Contractors on Vessels	No	No	Yes	No	No

# APPENDIX 2

## Non-quantified emissions for products/services

Table 9

Non-quantification test				
Relevant-non-quantified emission sources	<i>Immaterial &lt;1% for individual items and no more than 5% collectively</i>	<i>Quantification is not cost effective relative to the size of the emission but uplift applied.</i>	<i>Data unavailable but uplift applied. A data management plan must be put in place to provide data within 5 years.</i>	<i>Initial emissions non-quantified but repairs and replacements quantified</i>

N/A



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