



# **PUBLIC DISCLOSURE STATEMENT**


**TRANSDEV SYDNEY FERRIES**

**SERVICE CERTIFICATION**

**FY2021-22**

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



NAME OF CERTIFIED ENTITY	Transdev Sydney Ferries
REPORTING PERIOD	July 2021 – 30 June 2022 Arrears report
DECLARATION	<p><i>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.</i></p>  <p>William Paranihi                  General Manager Safety &amp; Assurance                  23 October 2023</p>



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

Public Disclosure Statement documents are prepared by the submitting organisation. The material in Public Disclosure Statement documents represents the views of the organisation and do not necessarily reflect the views of the Commonwealth. The Commonwealth does not guarantee the accuracy of the contents of the Public Disclosure Statement documents and disclaims liability for any loss arising from the use of the document for any purpose.

Version March 2022. To be used for FY20/21/CY2021 reporting onwards.

# 1.CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	36,009 tCO <sub>2</sub> -e
OFFSETS BOUGHT	100% VCUs
RENEWABLE ELECTRICITY	N/A
TECHNICAL ASSESSMENT	Next technical assessment due: FY2023 report Pangolin Associates Chris Wilson 16 February 2021

## Contents

1. Certification summary .....	3
2. Carbon neutral information .....	4
3. Emissions boundary .....	6
4. Emissions reductions .....	9
5. Emissions summary .....	11
6. Carbon offsets .....	13
7. Renewable Energy Certificate (REC) summary .....	14
Appendix A: Additional information .....	15
Appendix B: Electricity summary .....	16
Appendix C: Inside emissions boundary .....	18
Appendix D: Outside emission boundary .....	19

## 2. CARBON NEUTRAL INFORMATION

### Description of certification

This inventory has been prepared for the financial year from 1 July 2021 to 30 June 2022.

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

This certification is limited to only the Ferry operations in the Sydney Australia region and does not include affiliate or parent companies to Transdev Sydney Ferries or other Transdev operations.

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

- Climate Active Organisation Standard and Standard for Products and Services
- 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 and has full carbon neutral coverage across our Ferry services. The data was obtained through Transport NSW for opal card usage by route and distances estimated via Google Maps.

Transdev Sydney Ferries also holds a Climate Active organisation certification. The emissions boundary of the organisation covers all emissions attributable to this service certification; all carbon offset information is disclosed in the organisation Public Disclosure Statement, available here:

<https://www.climateactive.org.au/buy-climate-active/certified-members/transdev-sydney-ferries>.

*“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”*

## 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.

## 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' that become the product, make the product and carry the product through its life cycle. These 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

Accommodation and facilities

Carbon neutral products and services

Cleaning and Chemicals

Electricity

Food

ICT services and equipment

Machinery and vehicles

Office equipment & supplies

Postage, courier, and freight

Products

Professional Services

Refrigerants

Stationary Energy (gaseous fuels)

Stationary Energy (liquid fuels)

Transport (Air)

Transport (Land and Sea)

Waste

Water

Working from home

### Non-quantified

N/A

### Optionally included

N/A

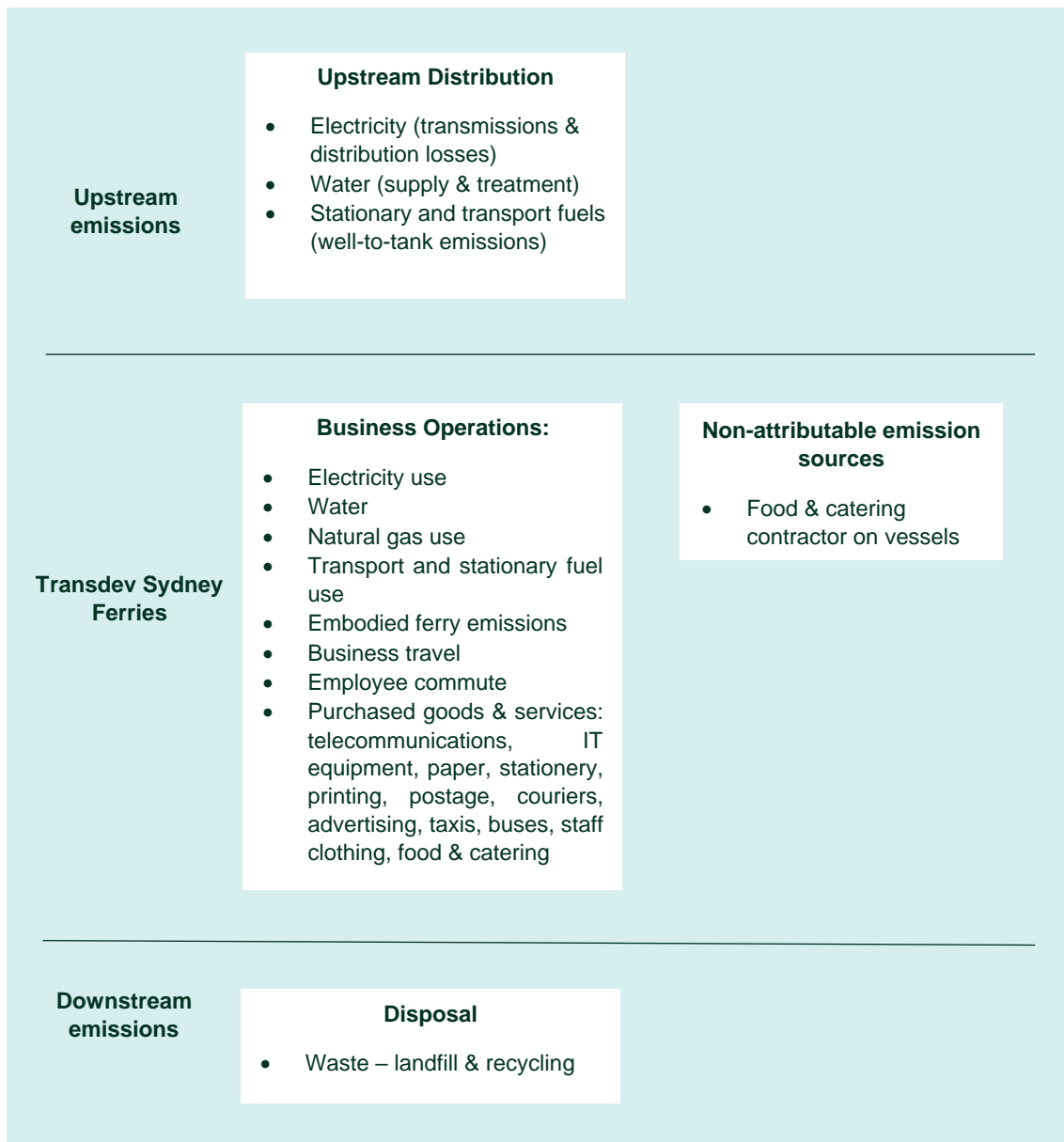
## Outside emission boundary

### Non-attributable

Food and catering contractors on vessels

## Service process diagram

The following diagram represents the service on a cradle-to-grave basis.



## Data management plan for non-quantified sources

There are no non-quantified sources in the emission boundary that require a data management plan.



# 4. EMISSIONS REDUCTIONS

## 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.

TDSF is targeting a reduction of 15% in the emissions intensity of the functional unit passenger.kms by 2030 from a 2018 base year.

This reduction will be delivered through a number of initiatives as follows:

**Scope 1** greenhouse gas emissions to be reduced by 15% by 2030.

- 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.
- Refurbishment of one freshwater vessel.

**Scope 2** emissions to be reduced by 15% by 2030.

- Reducing our Scope 2 emissions from our use of electricity (including moving head office to a smaller, more energy efficient location).
- Researching more ways to facilitate emission reduction strategy for Scope 2.

**Scope 3** emissions to be reduced by 15% by 2030:

- Zero recyclable waste to landfill by 2030, or sooner if applicable.
- Manage all of our waste streams to maximise recycling and minimise the percentage sent to landfill, thus reducing our Scope 3 emissions.

For all other areas of the business, including scope 1, 2 & 3 we will:

- Explore environmental organisations, regulatory bodies, and other stakeholders to collectively address emissions reduction in ferries.
- Continued monitoring of Eco Driving programme to reduce consumption.
- Establishing an internal innovation fund specifically to trial and test new technology that will reduce our emissions.

The more detailed strategy is being developed and will be implemented over the next two years. Targets will be reviewed as part of the activity.

## 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 vessels.
- Monitoring of emissions source categories to identify areas of improvement.

## 5. EMISSIONS SUMMARY

### Emissions over time

Emissions since base year		Total tCO <sub>2</sub> -e	Emissions intensity of the functional unit
Base year:	2017-18	39,273.6	0.000319
Year 1:	2018-19	39,468.7	0.000320
Year 2:	2019-20	38,547.3	0.000371
Year 3:	2020-21	42,722.9	0.000927
Year 4:	2021-22	36,008.6	0.000268

Emissions intensity has returned to trend following a significant increase due to lower passenger numbers during COVID in 2020-21.

### Significant changes in emissions

Emission source	Current year (tCO <sub>2</sub> -e)	Previous year (tCO <sub>2</sub> -e)	Reason for change
Embodied Ferry Emissions	2,000.0	2,350.0	Retirement of 7 vessels
Total net electricity emissions (Location based)	2,189.5	1,211.0	Inclusion of base building data for all subunits, compared to only head office in FY2021.
Diesel oil post-2004 (GJ)	26,574.3	0	Fuel was recategorised from pre-2004 diesel to post-2004 diesel.

### Use of Climate Active carbon neutral products and services

- Office in Barangaroo Precinct
- Pangolin Associates Consulting Services

## Emissions summary

Attributable process	tCO <sub>2</sub> -e
Accommodation and facilities	3.4
Carbon neutral products and services	0.0
Cleaning and Chemicals	1,241.4
Electricity	2,189.5
Food	24.3
ICT services and equipment	655.9
Machinery and vehicles	2,000.0
Office equipment & supplies	23.1
Postage, courier, and freight	9.4
Products	80.1
Professional Services	343.6
Refrigerants	0.6
Stationary Energy (gaseous fuels)	16.1
Stationary Energy (liquid fuels)	2,062.4
Transport (Air)	10.7
Transport (Land and Sea)	26,945.8
Waste	310.3
Water	19.7
Working from home	72.4

<b>Emissions intensity per functional unit</b> ( <i>t CO<sub>2</sub>-e/passenger.km</i> )	0.000268
<b>Number of functional units to be offset</b> ( <i>passenger.km</i> )	134,379,321
<b>Total emissions to be offset</b> ( <i>t CO<sub>2</sub>-e</i> )	36,008.6

## 6. CARBON OFFSETS

### Offsets retirement approach

The details of the offsets are in the Organisation (parent) PDS, available here:

<https://www.climateactive.org.au/buy-climate-active/certified-members/transdev-sydney-ferries>.

## 7. RENEWABLE ENERGY CERTIFICATE (REC) SUMMARY

N/A

## APPENDIX A: ADDITIONAL INFORMATION

N/A

## APPENDIX B: ELECTRICITY SUMMARY

Electricity emissions are calculated using a location-based approach.

Location-based method:

The location-based method provides a picture of a business's electricity emissions in the context of its location, and the emissions intensity of the electricity grid it relies on. It reflects the average emissions intensity of the electricity grid in the location (State) in which energy consumption occurs. The location-based method does not allow for any claims of renewable electricity from grid-imported electricity usage.

Market-based method:

The market-based method provides a picture of a business's electricity emissions in the context of its renewable energy investments. It reflects the emissions intensity of different electricity products, markets and investments. It uses a residual mix factor (RMF) to allow for unique claims on the zero emissions attribute of renewables without double-counting.

### Market Based Approach Summary

Market Based Approach	Activity data (kWh)	Emissions (kgCO <sub>2</sub> -e)	Renewable percentage of total
Behind the meter consumption of electricity generated	0	0	0%
<b>Total non-grid electricity</b>	<b>0</b>	<b>0</b>	<b>0%</b>
LGC Purchased and retired (kWh) (including PPAs LGCs)	0	0	0%
Barangaroo renewable (LGCs retired)	72,779	0	3%
Barangaroo (LRET)	16,619	0	1%
GreenPower	0	0	0%
Jurisdictional renewables (LGCs retired)	0	0	0%
Jurisdictional renewables (LRET) (applied to ACT grid electricity)	0	0	0%
Large Scale Renewable Energy Target (applied to grid electricity only)	462,228	0	18%
Residual electricity	2,024,203	2,014,009	0%
<b>Total grid electricity</b>	<b>2,575,829</b>	<b>2,014,009</b>	<b>21%</b>
<b>Total electricity consumed (grid + non grid)</b>	<b>2,575,829</b>	<b>2,014,009</b>	<b>21%</b>
Electricity renewables	551,625	0	
Residual electricity	2,024,203	2,014,009	
<b>Exported on-site generated electricity</b>	<b>0</b>	<b>0</b>	
Emissions (kgCO <sub>2</sub> -e)		2,014,009	

<b>Total renewables (grid and non-grid)</b>	<b>21.42%</b>
<b>Mandatory</b>	<b>18.59%</b>
<b>Voluntary</b>	<b>2.83%</b>
<b>Behind the meter</b>	<b>0.00%</b>
<b>Residual electricity emissions footprint (tCO<sub>2</sub>-e)</b>	<b>2,014</b>
<i>Figures may not sum due to rounding. Renewable percentage can be above 100%. Voluntary includes LGCs retired by Barangaroo Precinct (MWh)</i>	73



### Location Based Approach Summary

Location Based Approach	Activity data (kWh)	Scope 2 emissions (kgCO <sub>2</sub> -e)	Scope 3 emissions (kgCO <sub>2</sub> -e)
NSW	2,575,829	2,009,146	180,308
<b>Grid electricity (scope 2 and 3)</b>	<b>2,575,829</b>	<b>2,009,146</b>	<b>180,308</b>
NSW	0	0	0
<b>Non-grid electricity (Behind the meter)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total electricity consumed</b>	<b>2,575,829</b>	<b>2,009,146</b>	<b>180,308</b>
<b>Emissions footprint (tCO<sub>2</sub>-e)</b>	<b>2,189</b>		
Scope 2 emissions (tCO <sub>2</sub> -e)	2009		
Scope 3 emissions (tCO <sub>2</sub> -e)	180		

### Operations in Climate Active buildings and precincts

Operations in Climate Active buildings and precincts	Electricity consumed in Climate Active certified building/precinct (kWh)	Emissions (kg CO <sub>2</sub> -e)
<i>Barangaroo precinct</i>	<b>89,398</b>	<b>0</b>
<p><i>Climate Active carbon neutral electricity is not renewable electricity. These electricity emissions have been offset by another Climate Active member through their building or precinct certification. This electricity consumption is also included in the market based and location based summary tables. Any electricity that has been sourced as renewable electricity by the building/precinct under the market based method is outlined as such in the market based summary table.</i></p>		

# APPENDIX C: INSIDE EMISSIONS BOUNDARY

## Non-quantified emission sources

The following sources emissions 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.

Relevant-non-quantified emission sources	(1) Immaterial	(2) Cost effective (but uplift applied)	(3) Data unavailable (but uplift applied & data plan in place)	(4) Maintenance
N/A				

## 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**.

	No actual data	No projected data	Immaterial
N/A			

## 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.

Emissions tested for relevance are detailed below against each of the following criteria:

1. **Size** The emissions from a particular source are likely to be large relative to the organisation's electricity, stationary energy and fuel emissions
2. **Influence** The responsible entity has the potential to influence the reduction of emissions from a particular source.
3. **Risk** The emissions from a particular source contribute to the organisation's greenhouse gas risk exposure.
4. **Stakeholders** Key stakeholders deem the emissions from a particular source are relevant.
5. **Outsourcing** 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.

Emission sources tested for relevance	(1) Size	(2) Influence	(3) Risk	(4) Stakeholders	(5) Outsourcing	Included in boundary?
Food & catering contractors on vessels	No	No	No	Yes	No	No

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.



An Australian Government Initiative

