



PUBLIC DISCLOSURE STATEMENT


TRANSDEV SYDNEY FERRIES

SERVICE CERTIFICATION

FY2022-23

Australian Government
Climate Active
Public Disclosure Statement



NAME OF CERTIFIED ENTITY	Transdev Sydney Ferries
REPORTING PERIOD	July 2022 – 30 June 2023 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 & Assurance 10th July 2024</p>



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

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Version: August 2023



1.CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	51,503.83 tCO ₂ -e
THE OFFSETS USED	100% VCUs
RENEWABLE ELECTRICITY	17.92%
CARBON ACCOUNT	Prepared by: Pangolin Associates Pty Ltd
TECHNICAL ASSESSMENT	Date: 12 June 2024 Organisation: Pangolin Associates

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2. CARBON NEUTRAL INFORMATION

Description of certification

This inventory has been prepared for the financial year from 1 July 2022 to 30 June 2023.

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

This certification is limited to only the Ferry services 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

The lifecycle of this service certification is cradle to grave.

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 (CO₂), methane (CH₄), nitrous oxide (N₂O) and synthetic gases - hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) sulphur hexafluoride (SF₆) and nitrogen trifluoride (NF₃). These have been expressed as carbon dioxide equivalents (CO₂-e) using relative global warming potentials (GWPs).

Service 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.

The functional unit is passenger kilometres, with emissions expressed in terms of tCO₂-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.

The emissions footprint includes both the organisation and the services we provide.

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' of a product or service. These attributable processes are services, materials and energy flows that become the product or service, make the product or service and carry the product or service through its life cycle. These attributable emissions 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

Cleaning and chemicals

Climate Active carbon neutral products and services

Construction materials and services

Electricity

Food

ICT services and equipment

Machinery and vehicles

Office equipment and 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

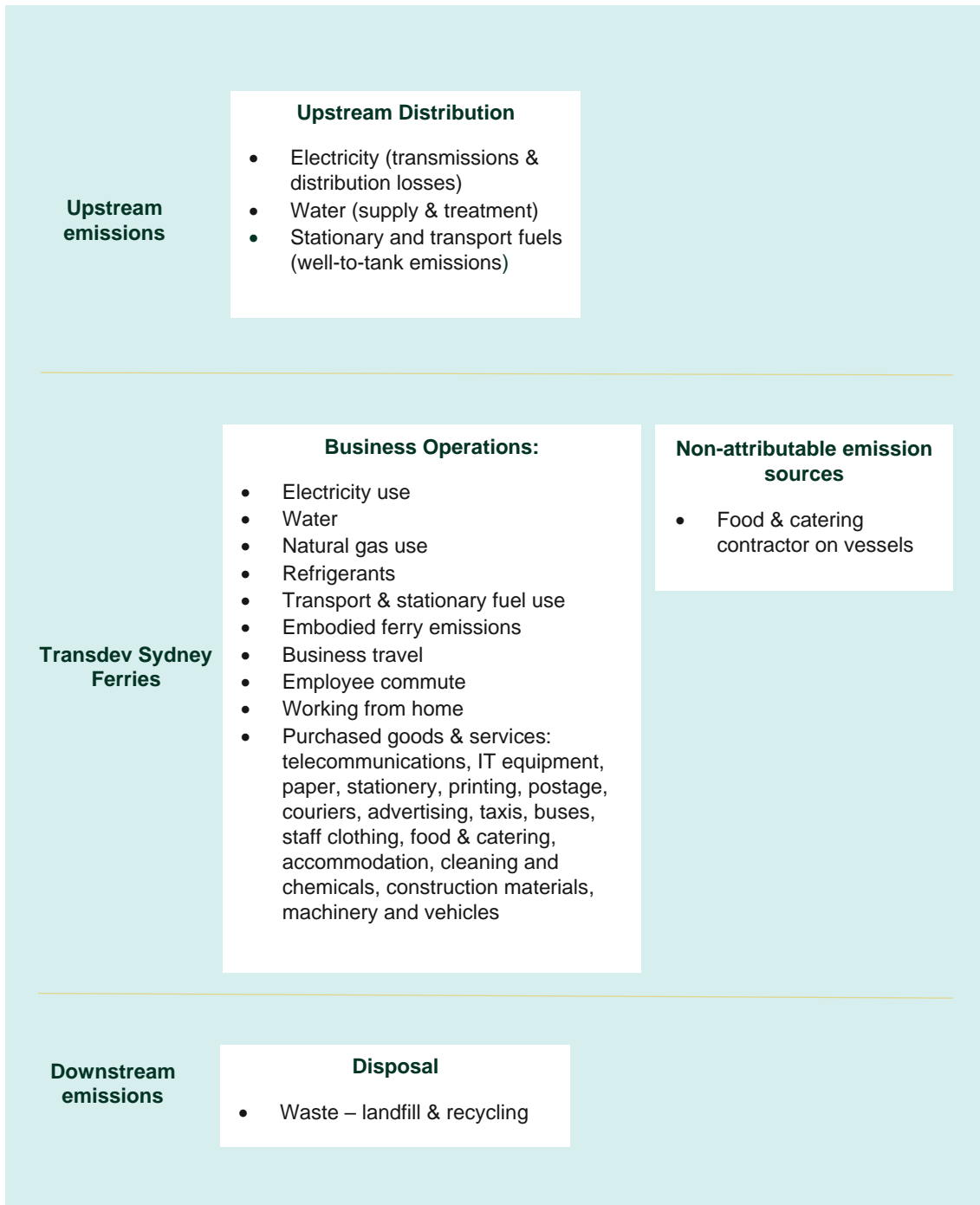
Outside emission boundary

Non-attributable

Food and catering contractors on vessels

Service process diagram

The following diagram is cradle to grave.



4. EMISSIONS REDUCTIONS

Emissions reduction strategy

TDSF recognizes 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 CO₂ (and other pollutants) produced.

TDSF is targeting a reduction of 30% in the emissions intensity of the functional unit passenger.kms by 2030 from a 2018 base year.

During this reporting period, further planning has commenced into the manufacturing of an electric river class vessel, designed, built and delivered by 2026-27. Research into the available technology and capability to replace the Freshwater Class Manly ferries for an electric alternative, has also commenced and in discussion with relevant stakeholders. This will coincide with the planned infrastructure upgrade of the Circular Quay Wharf.

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

Scope 1 greenhouse gas emissions to be reduced by 30% 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 a second freshwater vessel.

Scope 2 emissions to be reduced by 30% 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 30% 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 organizations, regulatory bodies, and other stakeholders to collectively

address emissions reduction in ferries.

- Continued monitoring of Eco Driving programme to reduce consumption.
- Using voyage optimization tools to find more efficient routes and burn less fuel.
- 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

Transdev Sydney Ferries are reviewing their strategy and actions identified will be implemented over the next two years.

5. EMISSIONS SUMMARY

Emissions over time

It should be noted that the emissions intensity has been recalculated using the data collated by Australian Government Bureau of Infrastructure and Transport Research Economics for Sydney, Table 5.3a.

		Emissions since base year	
		Total tCO ₂ -e	Emissions intensity of the functional unit
Base year:	2017-18	39,273.6	0.00026
Year 1:	2018-19	39,468.7	0.00027
Year 2:	2019-20	38,547.3	0.00036
Year 3:	2020-21	42,722.9	0.00071
Year 4:	2021-22	36,008.6	0.00056
Year 5:	2022-23	51,503.8	0.00040

Significant changes in emissions

Emission source name	Previous year emissions (t CO ₂ -e)	Current year emissions (t CO ₂ -e)	Detailed reason for change
Diesel oil post-2004 (GJ)	26,574.3	35,608.0	FY23 experienced an increase of diesel fuel usage resulting from the uplift of services on the F3 and F1 routes. This was due to the demand of higher patronage. TDSF anticipates further emissions increases with proposed route changes and the opening of additional wharfs. In addition the introduction of the newly refurbished freshwater class vessel, "Queenscliff" contributed to the significant increase of fuel usage since the last reporting period.

Use of Climate Active carbon neutral products and services

- Office in Barangaroo Precinct
- Pangolin Associates Consulting Services

Emissions summary

Source	tCO ₂ -e
Accommodation and facilities	1.29
Cleaning and chemicals	116.90
Climate Active carbon neutral products and services	0.00
Construction materials and services	4,501.42
Electricity	1,403.12
Food	10.17
ICT services and equipment	252.71
Machinery and vehicles	4,056.24
Office equipment and supplies	666.75
Postage, courier and freight	282.17
Products	429.61
Professional services	608.97
Refrigerants	1.66
Stationary energy (gaseous fuels)	20.69
Stationary energy (liquid fuels)	128.52
Transport (air)	66.46
Transport (Land and Sea)	38,286.66
Waste	550.10
Water	24.70
Working from home	95.70
Emissions intensity per functional unit	0.00040
Number of functional units to be offset	128,740,245.68 passenger.kms
Total emissions to be offset	51,503.8 tCO ₂ -e

6. CARBON OFFSETS

Offsets retirement approach

The details of the offsets are in the Organisation (parent) PDS.

Eligible offsets retirement summary

100% of Transdev Sydney Ferries emissions relevant to the Service have been captured within the organisational boundaries. Please refer to Transdev Sydney Ferries FY2023 Organisation PDS for evidence of the offset retirement: <https://www.climateactive.org.au/>

7. RENEWABLE ENERGY CERTIFICATE (REC) SUMMARY

Renewable Energy Certificate (REC) Summary

N/A

APPENDIX A: ADDITIONAL INFORMATION

N/A

APPENDIX B: ELECTRICITY SUMMARY

There are two international best-practice methods for calculating electricity emissions – the location-based method and the market-based method. Reporting electricity emissions under both methods is called dual reporting.

Dual reporting of electricity emissions is useful, as it provides different perspectives of the emissions associated with a business's electricity usage.

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.

For this certification, electricity emissions have been set by using the **market-based approach**.

Market-based approach summary			
Market-based approach	Activity Data (kWh)	Emissions (kgCO ₂ -e)	Renewable percentage of total
Behind the meter consumption of electricity generated	0	0	0%
Total non-grid electricity	0	0	0%
LGC Purchased and retired (kWh) (including PPAs)	0	0	0%
GreenPower	0	0	0%
Climate Active precinct/building (voluntary renewables)	0	0	0%
Precinct/Building (LRET)	0	0	0%
Precinct/Building jurisdictional renewables (LGCS surrendered)	0	0	0%
Electricity products (voluntary renewables)	0	0	0%
Electricity products (LRET)	0	0	0%
Electricity products jurisdictional renewables (LGCs surrendered)	0	0	0%
Jurisdictional renewables (LGCs surrendered)	0	0	0%
Jurisdictional renewables (LRET) (applied to ACT grid electricity)	0	0	0%
Large Scale Renewable Energy Target (applied to grid electricity only)	340,168	0	18%
Residual Electricity	1,557,706	1,487,609	0%
Total renewable electricity (grid + non grid)	340,168	0	18%
Total grid electricity	1,897,874	1,487,609	18%
Total electricity (grid + non grid)	1,897,874	1,487,609	18%
Percentage of residual electricity consumption under operational control	50%		
Residual electricity consumption under operational control	774,575	739,719	
Scope 2	684,041	653,259	
Scope 3 (includes T&D emissions from consumption under operational control)	90,535	86,461	
Residual electricity consumption not under operational control	783,131	747,890	
Scope 3	783,131	747,890	

Total renewables (grid and non-grid)	17.92%
Mandatory	17.92%
Voluntary	0.00%
Behind the meter	0.00%
Residual scope 2 emissions (t CO₂-e)	653.26
Residual scope 3 emissions (t CO₂-e)	834.35
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO₂-e)	616.16
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO₂-e)	786.96
Total emissions liability (t CO₂-e)	1,403.12

Figures may not sum due to rounding. Renewable percentage can be above 100%

Location-based approach summary						
Location-based approach	Activity Data (kWh) total	Under operational control			Not under operational control	
Percentage of grid electricity consumption under operational control	50%	(kWh)	Scope 2 Emissions (kg CO ₂ -e)	Scope 3 Emissions (kg CO ₂ -e)	(kWh)	Scope 3 Emissions (kg CO ₂ -e)
ACT	0	0	0	0	0	0
NSW	1,897,874	943,725	688,919	56,623	954,149	753,778
SA	0	0	0	0	0	0
VIC	0	0	0	0	0	0
QLD	0	0	0	0	0	0
NT	0	0	0	0	0	0
WA	0	0	0	0	0	0
TAS	0	0	0	0	0	0
Grid electricity (scope 2 and 3)	1,897,874	943,725	688,919	56,623	954,149	753,778
ACT	0	0	0	0		
NSW	0	0	0	0		
SA	0	0	0	0		
VIC	0	0	0	0		
QLD	0	0	0	0		
NT	0	0	0	0		
WA	0	0	0	0		
TAS	0	0	0	0		
Non-grid electricity (behind the meter)	0	0	0	0		
Total electricity (grid + non grid)	1,897,874					
Residual scope 2 emissions (t CO₂-e)						688.92
Residual scope 3 emissions (t CO₂-e)						810.40
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO₂-e)						656.80
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO₂-e)						772.62
Total emissions liability						1,429.43

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 ₂ -e)
<i>Barangaroo Precinct</i>	88,472	0
<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>		

Climate Active carbon neutral electricity products

Climate Active carbon neutral product used	Electricity claimed from Climate Active electricity products (kWh)	Emissions (kg CO ₂ -e)
N/A	0	0
<i>Climate Active carbon neutral electricity is not renewable electricity. These electricity emissions have been offset by another Climate Active member through their electricity product 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 electricity product under the market-based method is outlined as such in the market based summary table.</i>		

APPENDIX C: INSIDE EMISSIONS BOUNDARY

Non-quantified emission sources

The following emissions sources 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	Justification reason
N/A	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			

Data management plan for non-quantified sources

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

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 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.

1. **Size** The emissions from a particular source are likely to be large relative to other attributable emissions.
2. **Influence** The responsible entity could influence emissions reduction from a particular source.
3. **Risk** The emissions from a particular source contribute to the responsible entity's greenhouse gas risk exposure.
4. **Stakeholders** The emissions from a particular source are deemed relevant by key stakeholders.
5. **Outsourcing** The emissions are from outsourced activities that were previously undertaken by the responsible entity or from outsourced activities that are typically undertaken within the boundary for comparable products or services.

Non-attributable emissions sources summary

Emission sources tested for relevance	Size	Influence	Risk	Stakeholders	Outsourcing	Justification
Food & catering contractors on vessels	N	N	N	Y	N	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

