Transurban

SUPPLEMENT

FY20 SUSTAINABILITY

— FOR THE YEAR ENDED 30 JUNE 2020 —

CONTENTS

Cover image: LED lighting feature at the St Peters Interchange delivered as part of the WestConnex M8 project in Sydney in July 2020

This page: New M4 in Sydney - awarded a 'Leading' Infrastructure Sustainability Rating by the Infrastructure Sustainability Council of Australia

INTRODUCTION

This Sustainability Supplement accompanies our FY20 Corporate Report providing additional information on our non-financial performance (including environmental, social and governance matters) and progress against our Sustainability Strategy.

Transurban's Sustainability Strategy – centred around four pillars of People, Planet, Places and Partnerships - is aligned with the UN Sustainable Development Goals most relevant to us and our stakeholders and is supported by a set of objectives, targets and measurements.

Through this strategy we identify, understand and respond to social and environmental issues, in support of Transurban's purpose – to strengthen communities through transport – and create real and lasting benefits for all our stakeholders.

Responsibility for the Strategy and its associated work program is embedded across all areas of the business, with strategic advice and coordinated reporting to our Board and Executive Committee on progress, trends and emerging themes driven through our specialist Sustainability team.

Comprehensive reporting of non-financial performance is an important part of our commitment to sustainability. This Supplement provides detailed information on key issues, and cross-references several external sustainability reporting frameworks.

Reporting suite

We produce a suite of reports to meet the needs and requirements of a wide range of stakeholders, including investors and their advisers, industry, employees, regulators, and the community.

Further information on our approach to environmental, social and governance matters and progress against our strategy can be found at transurban.com.au/investor-centre/environmental-social-governance.

Reporting suite—all available at transurban.com/investor-centre

FY20 Corporate Report

The holistic performance of Transurban in FY20 including our Financial Statements.

FY20 Results Presentation

Management presentation of financial and non-financial results including non- statutory analysis.

Corporate Governance Statement

Corporate Governance Statement in accordance with the ASX Council's Corporate Governance Principles and Recommendations (4th Edition).

Tax Transparency Report

Overview of our corporate structure, approach to tax and tax position for FY19—available late August 2020.

FY20 Sustainability Supplement—this report

Supplement to the Corporate Report including information related to our assessment and management of climate-related impacts as well as a report on our progress against the UN Sustainable Development Goals.

Material issues

Transurban uses a range of reporting guidelines and stakeholder feedback to determine the non-financial topics included in the Corporate Report. These include the Global Reporting Initiative (GRI) and Sustainability Accounting Standards Board (SASB) standards, Task Force on Climate-related Financial Disclosures (TCFD) recommendations, and United Nations Sustainable Development Goals (UN SDGs) linked to our Sustainability Strategy.

Our Corporate Report focuses on the most material issues each year. A material issue is one that is significant for Transurban in terms of impact (actual or potential economic, environmental and social impact); and/or influence (level of interest and potential to influence stakeholder decisions).

Figure 1 summarises the highest material issues for FY20. An overview of our stakeholder engagement processes is available on pages 16-17 of our FY20 Corporate Report.

Material issues feature in the Corporate Report in the corresponding stakeholder section. Detailed disclosures against each reporting framework, including topics deemed less material and not included in the main Corporate Report, are provided in this Supplement.

KPMG has provided limited assurance for some of our most material social and environmental indicators within the FY20 Corporate Reporting suite. A copy of KPMG's independent limited assurance statement is presented on page 62.

FIGURE 1: MATERIAL ISSUES FOR REPORTING AND ALIGNMENT WITH STAKEHOLDER VIEWS AND FRAMEWORKS

	Stakeholder views	Frameworks											
		Corporate sustainability			Global sustainability			Investor frameworks					
Material issues in FY20	Stakeholder groups*	GRI indicators			UN SDGs			SASB sectors			TCFD relevance		
Our business: financial performance, road network effectiveness, economic impact, job creation, and response to COVID-19 pandemic	Investors Government and industry	201	203		8	9		IF-EN	TR-RO		✓		
Road safety: our networks, research and community safety initiatives	Customers Community		416		3	9			IF-EN				
Health and safety: our employees, contractors and workplaces	Our people		403			3		IF-EN	TR-RO				
Local communities: community engagement, social investment, and creating community spaces	Community		413			11							
Environment: climate change, energy and carbon management, air quality, materials and biodiversity	Community	301	302	305	7	12	13	IF-EN	TR-RO		✓		
Wellbeing and diversity: supporting diversity, inclusiveness and fair work practices	Our people		401	405		5	8						
Customers: quality of service, hardship support, data privacy and cybersecurity	Customers		418			11							
Governance: strategy and risk management, legal and regulatory compliance, ethical business practices	Our people		205	206		17			IF-EN		✓		
Supply chain: procurement practices, shared value, human rights including Modern Slavery	Business partners and suppliers		204	412		17			IF-EN		✓		

** 'Stakeholder groups' refer to the main stakeholder where this issue is most relevant but is not intended as a complete list.*

To help keep drivers alert and focused, our NorthConnex tunnels will light up with LED installations of birds, starry skies and a blue gum forest

CLIMATE CHANGE DISCLOSURE

This disclosure addresses all 11 TCFD recommendations and introduces our new Climate Change Framework.

Introduction

Climate change and its impacts are at the forefront of public debate, and are widely recognised as important drivers of opportunity and risk for businesses and industries globally.

As a road operator with assets across three countries and both hemispheres, and an average concession of 29 years, climate change will affect the way that we operate our business into the future.

To address the impacts of climate change we consider risks associated with the low-carbon transition and the physical impacts of climate change. After completing a business-wide review of our climate change approach, we have enhanced our climate change strategy with a new Climate Change Framework (Figure 2).

The Framework has been developed to respond to six high-level climate-related risk themes and support ongoing reporting and management in accordance with TCFD recommendations.

We have science-based targets and actions in place across our entire value chain to reduce greenhouse gas (GHG) emissions and align us with a net-zero economy by 2050.

This is our second climate-related disclosure and is structured around the main sections of the TCFD recommendations. This builds on our FY19 disclosure with additional information on our strategic response and climate-related metrics and targets. Table 1 summarises our progress against all 11 TCFD recommendations.

This disclosure applies to our Australian-based operations and will be expanded to cover our North American operations in future years.

FIGURE 2: OUR CLIMATE CHANGE FRAMEWORK

STRATEGIC RISK THEMES

Threats

Unexpected changes to stakeholder expectations, government policies and regulations in relation to climate change create an unfavourable operating environment, impacting our reputation and financial performance

Macroeconomic/land use changes caused by climate policies, and severe weather events, alter city travel patterns and toll road use impacting traffic models and revenue

Increased incidence of severe weather events and average temperature affects lifecycle planning, disrupts operations, and increases operating costs

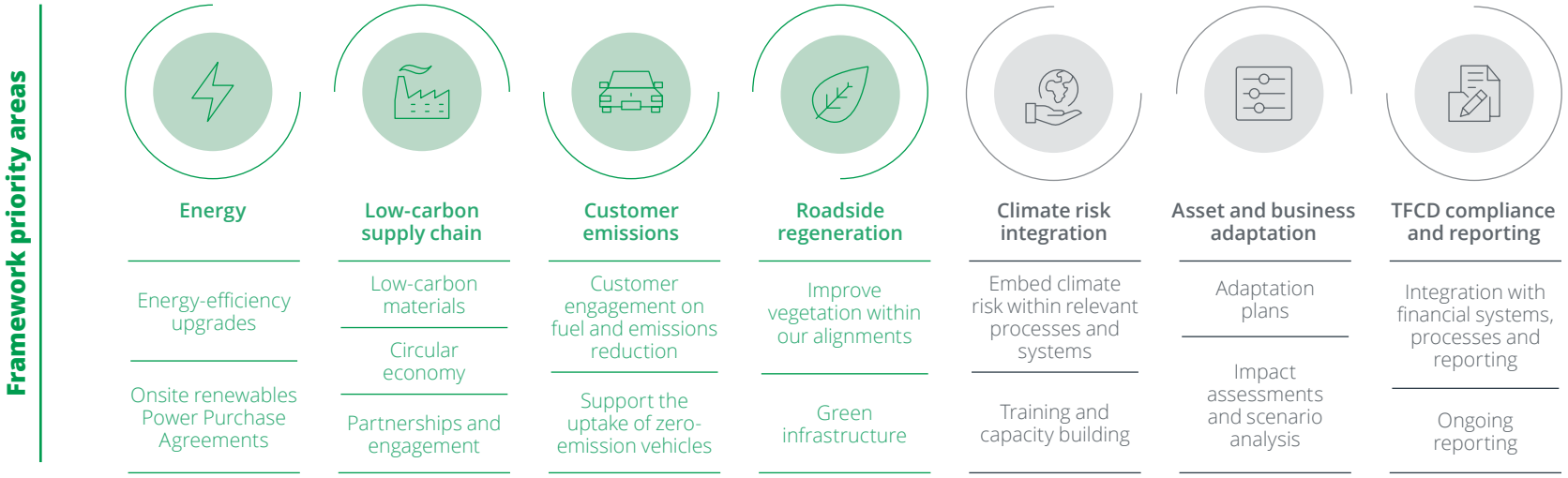
Access to and use of our network are impacted during extreme weather events and in periods of extended rain or heat

Opportunities

Take proactive steps to reduce scope 1, 2 and 3 greenhouse gas emissions and move towards carbon neutrality

Showcase our leadership in climate risk management to open new market opportunities, strengthen relationships with existing government partners, and capitalise on innovation

Our climate change framework aims to support the transition to a net-zero future and implement measures that ensure our infrastructure and operations are resilient under potential future conditions



Progress towards TCFD recommendations

TABLE 1: PROGRESS TOWARDS TCFD RECOMMENDATIONS

	Recommended disclosure	FY20 summary
Governance	✓ Describe the Board's oversight of climate-related risks and opportunities ✓ Describe management's role in assessing and managing climate-related risks and opportunities	• Climate-related risks covering both threats and opportunities are overseen by the Board of Directors via the Audit and Risk Committee. • In addition to quarterly material risk reviews, which encompass all material risks including climate-related risks the Audit and Risk Committee is updated on specific climate-related aspects, emerging themes and progress against the Climate Change Framework twice a year. • Responsibility for climate-related risks sits with all areas of the business, however the strategic response and overall direction is managed between the Sustainability and Risk leadership teams and relevant members of Transurban's Executive Committee. • A cross-discipline internal governance group provides additional oversight of climate-related initiatives, management priorities, and annual reporting.
Strategy	✓ Describe the climate-related risks and opportunities the organisation has identified over the short, medium and long term ✓ Describe the impact of climate-related risks and opportunities on the organisation's businesses, strategy, and financial planning ✓ Describe the resilience of the organisation's strategy, taking into consideration different climate-related scenarios	• To address the impacts of climate change we consider risks associated with the low-carbon transition and the physical impacts of climate change. A revised Climate Change Framework (previously referred to as our Climate Change Strategy) has been developed. • Climate-related threats and opportunities have been identified and consolidated into six high-level risk themes. Materiality is determined by the potential long-term impacts, likelihood the risk will be realised, and relationship with our organisational strategy and financial systems. • We do not expect any short or mid-term financial impacts that would be considered material based on initial risk assessment and internal engagement. • Longer term, the extent to which financial impacts are realised will depend on how we respond to the various threats and the strategies we implement to capitalise on opportunities. We have prioritised two initial projects which aim to investigate the long-term possible impacts associated with toll revenue and lifecycle and maintenance costs. • Individual risk responses consider multiple climate-change scenarios, emerging trends, timing and extent of possible business impacts, and integration with existing systems and processes.
Risk Management	✓ Describe the organisation's processes for identifying and assessing climate-related risks ✓ Describe the organisation's processes for managing climate-related risks ✓ Describe how processes for identifying, assessing and managing climate-related risks are integrated into the organisation's overall risk management	• The process to identify and manage climate-related risks aligns with Transurban's Enterprise Risk Management (ERM) Framework. The Framework provides guidance on identifying, assessing and managing risks to ensure that key risks, including those with the potential to have a material impact on the business, are escalated appropriately for decision making and proactive management. • A number of unique elements characterise our approach to climate-risk management. These include the use of scenario analysis, a two-staged assessment process to model and quantify impacts and documentation of potential financial impacts. • Climate-change risk assessments have been completed for all Australian assets. Management plans are currently being developed and will be finalised in FY21. Risks are reviewed on an ongoing basis in accordance with our ERM framework, and will be reviewed holistically every 12-18 months (depending on management plan progress and changes to climate scenarios). • For major projects, our contractors are required to undertake a climate-change risk assessment, consider the impact of design and construction on the environment, and achieve sustainability performance ratings.
Metrics and Targets	✓ Disclose the metrics used by the organisation to assess climate-related risks and opportunities ✓ Describe the targets used by the organisation to manage climate-related risks and opportunities ✓ Disclose scope 1 and 2 (3 if appropriate) GHG emissions and the related risks	• Risks associated with our emissions profile are discussed in the Disclosure's Strategy section. • We have disclosed Scope 1, 2 and 3 emissions as well as customer emissions, related risks and their management. • We established an energy-efficiency target in 2013 and established a scope 1 and 2 greenhouse gas reduction target in 2016. • In 2020 we updated our greenhouse gas reduction targets to include scope 3 emissions and all targets are now validated by the Science Based Targets initiative.

✓ *Recommendation addresed*

Governance

Climate-related risks covering both threats and opportunities are managed through Transurban's Enterprise Risk Management (ERM) Framework and are overseen by the Board of Directors via the Audit and Risk Committee. The ERM Framework is linked to our strategic objectives, covers corporate-wide risks and risks associated with both the operation of individual road assets and our project delivery activities.

The Audit and Risk Committee is updated quarterly on any material climate change risks. In addition the Committee is updated at least twice per year on specific climate-related risks, emerging themes and progress against our Climate Change Framework, including regular updates on climate-related issues through standard business and operational risk reporting. This Disclosure is reviewed by the Board of Directors via the annual corporate reporting process.

Responsibility for addressing climate-related risks sits with all areas of the business, however the strategic response and overall direction is managed between the Sustainability and Risk leadership teams and relevant members of the Executive Committee. A cross-discipline internal governance group provides additional oversight of climate-related initiatives, management priorities and annual reporting.

Strategy

Background

Transurban has been actively managing the impacts of climate change on our operations, projects and organisational strategy for a number of years. In 2012 we adopted our first Climate Change Strategy and in 2013 we committed to reduce energy use by 10% by 2023. In 2016 we introduced our first greenhouse gas (GHG) emissions reduction target, committing to reduce our Scope 1 and Scope 2 GHG emissions by 52% by 2030.

This year we expanded our GHG reduction targets and had them externally validated by the Science Based Targets initiative. Our new targets are aligned with the UN Paris Agreement and now encompass Scope 1, 2 and 3 emissions. These medium-term targets support trajectories to align with net-zero value chain emissions by 2050.

These commitments and targets are supported by our business-wide Sustainability Strategy, which aligns with the United Nations Sustainable Development Goals and aims to position us to deliver market-leading sustainability outcomes.

Towards the end of FY18 we initiated a review of our strategic approach to climate change risk. This review included the development of three climate scenarios, business-wide risk identification and assessment workshops, and engagement with the finance teams to document the link between climate change and our financial systems and processes.

This review resulted in the revalidation of a number of existing risks and the development of six climate-related risk themes. Establishing the high-level risk themes has allowed us to define a clear, top-down, strategic direction and has supported the identification of key external trends and drivers with the potential to influence our exposure.

Climate change scenarios

With advice from external experts, three climate scenarios have been developed to represent possible future regulatory, economic, technology, environmental and social conditions linked to corresponding global temperature increases (Figure 3). These scenarios define a consistent set of assumptions for use through the risk assessment and management process, and ensure a full range of possible outcomes are considered.

Scenarios align with TCFD recommendations and the Australian Government's commitments to meet the UN Paris Agreement. Assumptions have been developed based on UN Intergovernmental Panel on Climate Change (IPCC) reports and projections, and other third party expertise.

Considering all three climate change scenarios and emerging trends, analysis has been completed to understand the possible short, medium and long-term impacts to our organisational strategy and physical assets.

FIGURE 3: CLIMATE CHANGE SCENARIOS (IN LINE WITH TCFD RECOMMENDATIONS)

Climate change scenario*	Key assumptions
1.5°C future Government-led transition aligned with Paris Agreement	• Global reduction in emissions by 49% by 2030 and 100% by 2050 • Extreme government intervention and penalties related to carbon emissions • Community concern related to emissions • Accelerated uptake of low-carbon technologies and solutions
2°C future Market-led transition	• Global reduction in emissions by 20% by 2030 and 100% by 2075 • Rapid decarbonisation led by the market with government support • Community concern related to emissions and physical disruption due to climate change • Significant amount of funding available for innovation and new technologies • Physical impacts of climate change are realised (eg temperature changes, extreme weather events) • Spending on adaptation is needed
4°C future Business as usual	• Emissions at current rate • Limited uptake of low-carbon technologies and opportunities • The level of physical impact is unknown and significant disruption is expected • Significant spending on adaptation is needed to protect cities

**The scenarios also align with accepted IPCC Representative Concentration Pathways (RCP) 2.6, 4.5, and 8.5 respectively.*

Impacts on our organisational strategy

We expect that climate change will affect all areas of our business and organisational strategies (Figure 4) to some extent. In the short-term, potential impacts to our business will largely be influenced by stakeholder views and requirements, existing climate conditions and disruption to the broader road network. These short-term changes are unlikely to influence our overall organisational strategies, however they help us understand emerging trends and enhance our existing approach.

Our Sustainability Strategy includes four pillars: people, places, planet, and partnerships. This strategy, as well as our ongoing focus on industry collaboration, innovation, and the low-carbon transition, positions us to maintain a strong awareness of industry and stay at the forefront of emerging issues and opportunities.

Longer term, the potential impacts of climate change become less certain. We believe that concern over climate change will continue to grow, influencing how our stakeholders engage on climate-related issues. The need to transition towards net-zero technologies and practices, and adapt to changes in climate conditions will also continue to accelerate as physical impacts worsen. This will be particularly relevant for design and construction of new assets, as well as upgrades to existing assets. We will continue to use infrastructure sustainability rating tools to benchmark and deliver best-practice sustainability outcomes across the full lifecycle of our assets, and work with our government partners to understand and respond to expectations.

We also expect that the regulatory and legal environment will continue to evolve, increasing the emphasis on leading sustainability practices and transparency related to climate change risk management.

Under the 2 and 4 degree scenarios, extreme changes to our climate could start to occur. This may include an increase in average temperature, more extreme storms and rain events, and an overall decrease in average rainfall. Due to existing processes and systems, the length of our concession deeds, the high design standard of managed motorways, and emphasis on sustainable infrastructure, the short to mid-term impacts on our assets are expected to be minor.

Longer term, it is possible that broader network disruption will become more of an issue and will need to be managed through changes to operational processes, adaptation, and engagement with our stakeholders, including other utility operators.

All three climate scenarios also present significant opportunities. In the short term, changes to government requirements for major projects may lead to opportunities with new stakeholders and reduced short and long-term operating costs as asset design and delivery becomes more efficient. In the medium to long term, opportunities related to sustainable finance, low-carbon materials, efficient technologies, zero-emission vehicles, and supply chain awareness will improve operating conditions and reduce longer-term impacts associated with climate change.

Infrastructure delivery has made significant progress in moving towards more sustainable practices. Implementing our revised Climate Change Framework, plus our overarching Sustainability Strategy will ensure we meet stakeholder expectations, and are able to manage the short and long-term implications of climate change on our business.

Further examples on how climate change is influencing our strategy and outcomes can be found within the Business Strategy, Community, and Business Partners and Suppliers sections of the FY20 Corporate Report.

Changing the way we procure power

This year we made an important strategic decision to enter into long-term Power Purchase Agreements (PPAs) to source up to 80% of the electricity needs for our entire NSW and QLD markets from renewable energy commencing 2021/22.

In addition to taking strong climate action and providing a significant reduction in our operational GHG emissions, the PPAs reduce our exposure to electricity price volatility during a period of market transition and pricing uncertainty. Reducing our operational GHG emissions also decreases our price exposure to potential carbon pricing policy and flow through cost impacts in the energy sector.

By maintaining an ongoing focus on decarbonisation across the whole of our organisation we will continue to derive business value at the same time as building economic resilience under future climate conditions.

FIGURE 4:
OUR ORGANISATIONAL STRATEGY

Understanding financial impacts

Understanding the potential financial impacts associated with climate change is important to deliver targeted, effective and timely management strategies. We are planning for future possible impacts and integrating relevant assumptions into our operational and financial systems. In FY20, we delivered a range of activities to better understand and document how climate change relates to our financial systems, processes and reporting requirements. Work has also begun to quantify the potential long-term financial impacts, however due to the complexity this will continue in FY21 and beyond.

The extent of financial impacts depends on how well we respond to the various threats and the effectiveness of strategies to capitalise on opportunities. For example, if we identity an increased risk of an asset degrading with associated cost implications, then we need to investigate availability of more cost-effective and robust technologies. For investment decisions, we also need to consider the potential changes to climate change regulation to determine the expected weighted average cost of capital over the medium to long term.

Climate change could have both a negative and positive impact on our financial performance. However, due to the potential opportunities from climate change, the time and capacity for risk mitigation, the long concession periods and our continuous asset maintenance program, we do not expect any material short to mid-term financial impacts.

Impact mapping

We have undertaken a preliminary desktop review and mapping exercise to understand the range and extent of potential impacts to our business as a result of climate change against the TCFD's four major financial categories: revenues, expenditures, assets and liabilities, and capital and financing.

To date, research and discussions with external advisors indicates the areas of potential impact may include impairment, provisions and contingent liabilities as well as expenses. Two initial projects have been prioritised which aim to investigate the potential long term impacts associated with toll revenue and lifecycle and maintenance costs (see scenario analysis section).

Integration with financial processes

A number of our financial processes already consider impacts and assumptions associated with climate change such as major maintenance and asset deterioration. As our analysis on climate change evolves and specific financial modelling work is undertaken, opportunities to capture climate impact and risks within financial processes will be further identified. See Figure 5 for a summary of the financial process and relationship with climate-related risks and opportunities.

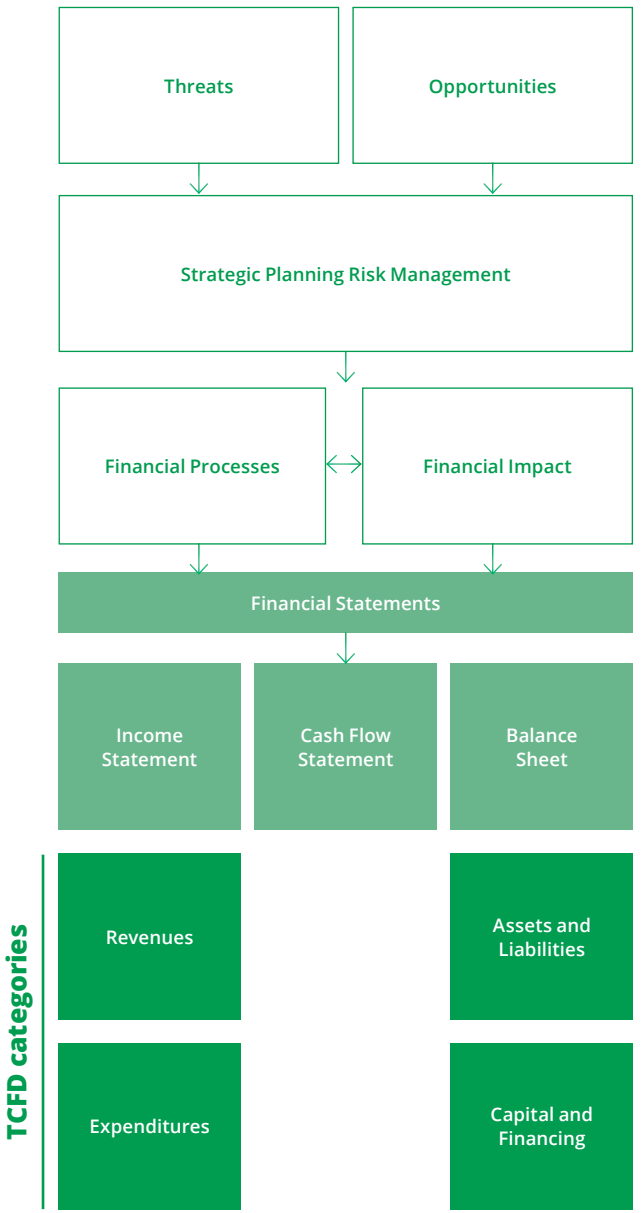
Scenario analysis

To benchmark impacts associated with climate conditions, and model longer-term changes under multiple scenarios, a number of studies have been completed that consider the financial impacts of climate change. Two examples are:

- A pilot study to analyse the network impacts of climate change on traffic and revenue (case study on next page).
- Modelling to understand the potential changes to pavement life considering future climate scenarios. The analysis used the Queensland network as an example and incorporated projections aligned with IPCC Representative Concentration Pathways (RCP) 4.5 and 8.5. The analysis showed a marginal change in lifecycle costs towards the end of some of our concession deeds (around 2048), which indicates potential impacts can be managed through innovation and scheduled replacement cycles.

Work will continue to estimate the long-term impacts of climate change. This includes modelling potential adaptation costs associated with physical impacts, and further studies to estimate changes to traffic patterns and toll revenue.

FIGURE 5: INTEGRATION WITH FINANCIAL PROCESSES



Pilot Study: Potential network impacts of climate change considering a 4°C future

As weather patterns change and cities evolve, it is highly likely that travel patterns in and around our network will also change. Recognising that toll revenue and traffic patterns are dependent on the broader city transport networks, a pilot project was delivered to analyse the network impacts of climate change on traffic and revenue considering a 4°C future. This project has been delivered on Transurban's behalf by KPMG Actuarial Services[1].

Project scope

The project aimed to analyse the M2 motorway network in Sydney and quantify the financial and non-financial impacts under future climate change scenarios. Metrics analysed were daily rainfall (DR), maximum daily temperature (MDT), toll revenue, average traffic speed and traffic accidents and incidents. The network study area included a section of the M2 motorway from West Pennant Hills Road to Windsor Road and associated arterial roads.

Climate projections for DR and MDT were in line with the IPCC's Representative Concentration Pathway ("RCP") 8.5[2], from 2020 to 2048, which is end of the M2 concession deed.

Key findings and next steps

The analysis identified a number of findings related to DR and MDT, impacts on traffic volume, speed, toll revenue and incidents. Highlights are listed below:

- Historically there was a statistically significant impact on traffic volume and average traffic speed during periods of high MDT (>30oC) and heavy DR (>40mm). The extent of impacts varied depending on the time of day, and between the M2 motorway and surrounding road network.
- Over the year, the increase in traffic volume due to MDT outweighed the decrease due to high DR, as the occurrence of extreme temperatures was more frequent. Modelling has indicated that within the M2 concession period, there will be no significant impact on toll revenue.
- The analysis has shown that forecast climate change impacts on DR and MDT is unlikely to cause any long-term changes to traffic revenue, however short-term disruption and fluctuation in traffic volumes and speed ratios may occur.
- Figures 6 and 7 are two examples of outcomes, showing the DR impact on traffic volume between 12pm-6pm and the combined impact of DR and MDT in an RCP8.5 scenario on traffic volume in year 2048 respectively.

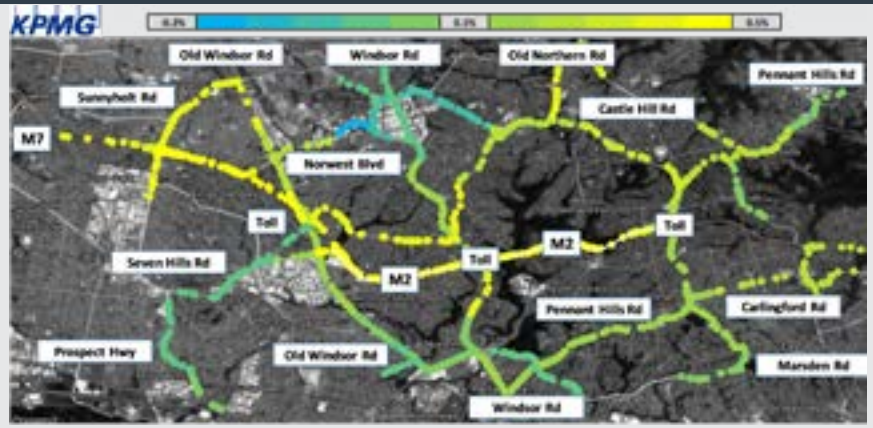
The project's success has encouraged us to consider further exploring some of the key insights and outcomes - such as the extent other climate factors may also influence results. For example, events such as floods and bushfires, behavioural changes influencing travel patterns and revenue, and the impact of higher temperature or rainfall extremes.

1 KPMG Financial Services Consulting Pty Ltd
2 For climate projections CORDEX daily precipitation (pr) and maximum temperature (tasmax) data for the AUS-22 region were used. The CORDEX data are produced by the Climate Service Center Germany (GERICS) by using the REMO regional climate model to dynamically downscale projections from three CMIP5 models: MPI-M-MPI-ESM-MR, HadGEM2-ES, and NCC-NorESM1-M

FIGURE 6: DR PERCENTAGE IMPACT ON TRAFFIC VOLUME BETWEEN 12PM AND 6PM

- The impact of a 40mm direct rainfall (DR) shown above is for 12pm to 6pm and it ranges from a 0% to a 14% reduction to traffic volume
- The analysis showed a material impact on traffic volume for the M2 motorway between 12pm and 6pm. For other main roads (eg Windsor Road), no significant impact was identified

FIGURE 7: EXPECTED IMPACT OF RCP8.5 ON TRAFFIC VOLUME IN YEAR 2048



- The expected impact of an RCP 8.5 scenario ranges from a 0.2% reduction to 0.5% increase in traffic volume across the year 2048
- This impact includes increases to traffic volume from 12am-6pm and 6pm-12am due to MDT, and decreases to traffic volume from 6am-6pm due to DR

Risk management

Climate-change risk management

The process to identify and manage climate-related risks aligns with Transurban's enterprise approach to risk management. The ERM Framework provides guidance on the identification, assessment, management and escalation of risks. It ensures that key risks, including those with the potential to have a material impact on the business, are escalated appropriately for decision making and proactive management.

The Framework is supported by a series of risk guidelines and risk appetite statements relating to key risk and business performance indicators. A specific guideline for managing climate-related risks is currently being developed.

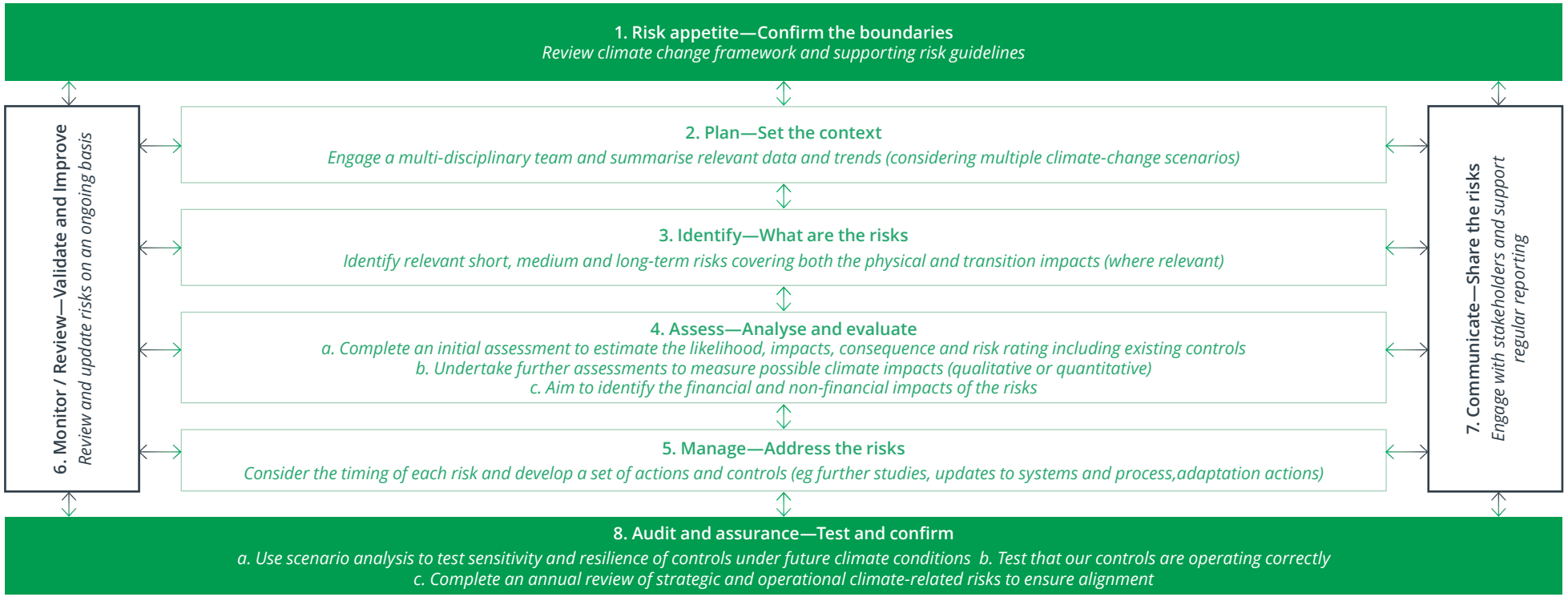
As climate-change risk is emerging, monitoring future trends and consistent reporting is essential to keep scenario assumptions and impact assessments up to date. A holistic review of scenarios, including relevant assumptions and potential impacts, will also be completed every two to three years.

Climate-related operational risks (relevant to corporate services and our customer and asset teams) are identified, reviewed and updated regularly. Business-wide climate-related risks are reviewed at least annually, considering the relevant climate-change scenarios, our strategic risk themes, and priorities identified through the Climate Change Framework. Our overall process for climate risk management is summarised in Figure 8.

For major projects, where Transurban is the project owner, our commitment 'to identify and respond to climate-change-related risks for new assets', is supported by a number of formal requirements. These include a requirement to undertake a climate-change risk assessment, consider the impact of design and construction on the environment, and achieve sustainability performance ratings. In Australia, all major projects are required to achieve at least an 'Excellent' Infrastructure Sustainability (IS) rating through design and construction

The IS rating tool is facilitated by the Infrastructure Sustainability Council of Australia and sets best practice sustainability standards for projects. The framework includes specific requirements for climate risk and adaptation and encourages projects to deliver innovative and resilient infrastructure that is resilient to physical impacts under a worst-case scenario of approximately 4 degrees of warming by 2100.

FIGURE 8: CLIMATE CHANGE RISK MANAGEMENT PROCESS



Response to individual risks

The following strategic risk themes highlight the most material and relevant potential impacts considering multiple climate-change scenarios. They are supported by more detailed risks that are managed across the business. The risks have been assessed considering the mid-long term possible impacts, likelihood the risk will be realised, the relationship with our organisational strategy and financial systems, and the effectiveness of existing controls. A summary of our response to each risk is provided in the following table.

TABLE 2: INDIVIDUAL RISK RESPONSE

Risk description *Relevant scenarios / timeframes*	Business impacts	Current Risk rating	Our response
Threats			
Unexpected changes to stakeholder expectations, government policies and regulations in relation to climate change creates an unfavourable operating environment, impacting our reputation and financial performance *All scenarios* *Mid-term*	• Changes to infrastructure approval and concession deed requirements • Increased capital expenditure and operating costs • Increased risk of litigation associated with emissions and our contribution to climate change • Introduction of more stringent lending requirements • Community concern related to emissions affect travel and transport use • Supply chain is impacted by global carbon pricing and resource constraints	Medium	As the likelihood and consequence of this risk could change quickly (for example, if a carbon tax was introduced), ongoing monitoring and reporting is a critical part of our response to this risk. Areas of focus include: • Work to reduce our environmental impact and transition to net zero – such as focus on operational emissions, switching to renewable energy, and embodied GHG emissions in materials like concrete and asphalt • Our Sustainable Procurement program and commitment to reduce embodied emissions in materials • Monitoring environmental-related media and rhetoric as well as legal cases relating to environmental matters and climate change • Monitoring a large number of metrics related to sustainability performance. Many of these are relevant in understanding our impact, and therefore our exposure to new climate-related policies and government commitments • Continue to use infrastructure sustainability rating tools, benchmarking our project and asset sustainability performance against robust, third party standards • Review our supply chain heat map to consider longer-term disruption due to climate change • Continue to engage with government partners to understand potential future changes to climate change-related regulations • Deliver transparent and clear climate change disclosures annually
Increase in incidence of severe weather events and average temperature affects lifecycle planning, disrupts operations, and increases operating costs *2 and 4 degree scenarios* *Mid to long-term*	• Disruption to power supply, possibly leading to increased operating costs and increased likelihood of blackouts • Heat-related injuries affect employee/ contractor safety • Road user safety is impacted in extreme weather events (water over road, reduced visibility) • Disruption to asset lifecycle, causing delays and possibly increasing funding allocation	Medium	This risk is rated as medium due to the long-term potential impacts which might occur as weather conditions change and extreme weather events worsen. As our assets are designed and delivered in accordance with best practice and state-mandated specifications, considering weather-related impacts, they inherently incorporate a strong level of resilience. See **Exhibit A** (page 17) for further detail on potential infrastructure impacts and response. Other responses include: • Continuing existing close monitoring of asset performance, inspections and stress-testing where required • Implementing a materials strategy – including trialling alternative materials • Considering resilience and durability in the design of tolling and technology systems – including ability to withstand temperatures over 50°C • Use of dual feed-power supply and back-up generators • Road safety approach – including road safety action plans and performance measurement (see Customers section of Corporate Report) • Lifecycle planning processes incorporating emerging risks and mitigations • Transurban's Health, Safety and Environment (HSE) management systems and processes identify existing and emerging risks and apply mitigations • Further training and guidelines for climate-risk assessment and management are planned for FY21, with an initial focus on the asset and delivery teams

Risk description *Relevant scenarios / timeframes*	Business impacts	Current Risk rating	Our response
Macroeconomic/land use changes caused by climate policies, and severe weather events, alters city travel patterns, development opportunities, and toll road use impacting traffic models and revenue ***All scenarios*** ***Long term***	• Economic growth slows and impacts future development/ growth opportunities • Reduction in long-term revenue as city travel patterns shift as a result of climate impacts	Low	There is a high degree of uncertainty in the timing and extent of this risk. The current risk rating is low, however, it is considered material because it relates to our strategic traffic models, valuation processes, and investment opportunities. We expect that climate change may affect Australian macroeconomic conditions and cause significant changes to city planning, freight and transport, employment, and economic growth. These changes will be influenced by a number of factors, including national and global climate policies, changes to insurance and city planning, and the rate that Australian energy grids move to renewables. Climate-related assumptions are considered as part of these processes, however, due to the level of uncertainty and complexity, the potential to develop a long-term climate scenario model is being explored. An economic climate-change scenario would consider changes caused by transition and physical impacts, national and international influences and policies, and technology or market changes with potential to impact the transport sector.
Access to and use of our network are impacted during extreme weather events and in periods of extended rain/heat ***2 and 4 degrees*** ***Mid to long-term***	• Changes to toll revenue • Changes to traffic patterns and forecasts • Impacts on customer safety	Medium	The extent of this impact and potential opportunities are mainly related to: • Behaviour and travel pattern changes in times of extreme weather (rain, heat, storm etc) • The surrounding road network's level of resilience Traffic patterns and toll revenue fluctuate based on a number of different factors, for example, changes to weekend sporting events and school holidays. When analysing historical traffic data, it is difficult to determine how individual factors have influenced results, however the accumulation of factors and their impact is accounted for year-on-year in the forecast and modelling processes. Models also account for a certain amount of variability, thereby reducing the financial impact of minor changes to traffic volumes. Based on the results of the M2 pilot project (see page 9), we will pursue further studies to understand the network impacts of climate change. We will also consider how the outcomes from this work influence our operational plans and ongoing engagement with agencies responsible for roads feeding into our assets. We do not anticipate a long-term financial impact associated with this risk, however this will be something we will continue to observe and report. We are also actively monitoring the development and implementation of resilience and adaptation plans for surrounding networks and working with government partners to help improve overall city resilience.
Opportunities			
Take proactive steps to reduce scope 1, 2 and 3 emissions and move towards carbon neutrality to reduce operating costs and manage supply chain risks ***All scenarios*** ***Short to mid term***	• Mitigate impacts associated with any carbon taxes and fluctuations in pricing • Reduce operating expenditures (energy) • Demonstrated leadership in sustainability • Improved trust and reputation with stakeholders	High	This opportunity is relevant to all future scenarios and mitigates a number of possible climate-related impacts for example: • Increased price of energy (electricity and fuel) • Changes to infrastructure approval and concession deed requirements • Increased risk of litigation associated with emissions and contribution to climate change • Introduction of more stringent lending requirements related to carbon management and climate change • Disruption to power supply, possibly leading to increased operating costs and increased likelihood of blackouts • Supply chain impacts associated with global carbon policies Key highlights from FY20, along with our targets and metrics that form part of our strategy are outlined in the Community section of the FY20 Corporate Report with more detail in Section 3 of this Sustainability supplement (SDG progress report).

Risk description *Relevant scenarios / timeframes*	**Business impacts**	**Current Risk rating**	**Our response**
Opportunities			
Showcase our leadership in climate-risk management to open new market opportunities, strengthen relationships with existing government partners, and capitalise on innovation ***1.5 degrees*** ***Short to mid-term***	• New market opportunities • Potentially favourable lending rates • Increased trust and reputation with community and other key stakeholders • Partnership opportunities for research and innovation	High	Transurban's Sustainability Strategy is aligned with the UN Sustainable Development Goals and aims to drive transformative outcomes in areas that matter to our business and key stakeholders. As such, the Strategy includes specific objectives relating to energy efficiency, GHG emission reduction, and climate-risk management. The strategy applies to all areas of Transurban's business and is reported through our annual Corporate Reporting Suite, and UN Sustainable Development Goals Progress Report (Section 3 of this supplement). We also actively engage and partner with our supply chain, government partners, and industry to enhance sustainability outcomes for our projects, assets, and communities. Through a partnership with Holcim in QLD, our Greenways Cycle Park project included the use of a new sustainable concrete. The mix design replaced 70% of the cement content with supplementary cementitious materials, reducing emissions by over 50% in comparison to the Australian average[#] . Holcim developed this specific concrete mix to meet the sustainability objectives of the project and we will be considering how this can be used for future development projects.

[#]When compared with the Australian National Life Cycle Inventory Database's (AusLCI) general ready-mix concrete blend.

Metrics and targets

To provide transparency on how we monitor and mitigate the various impacts of climate change, a set of climate-specific metrics and targets are presented below. These metrics also form part of our overall approach to climate-risk management and support performance in line with our Climate Change Framework. Other related metrics (water use, diversion from landfill, road injury crash index) are throughout the rest of Corporate Reporting Suite, including Section 4 of this supplement.

As additional scenario analysis is completed and our approach to climate change evolves, further metrics may be added.

Climate-related metrics

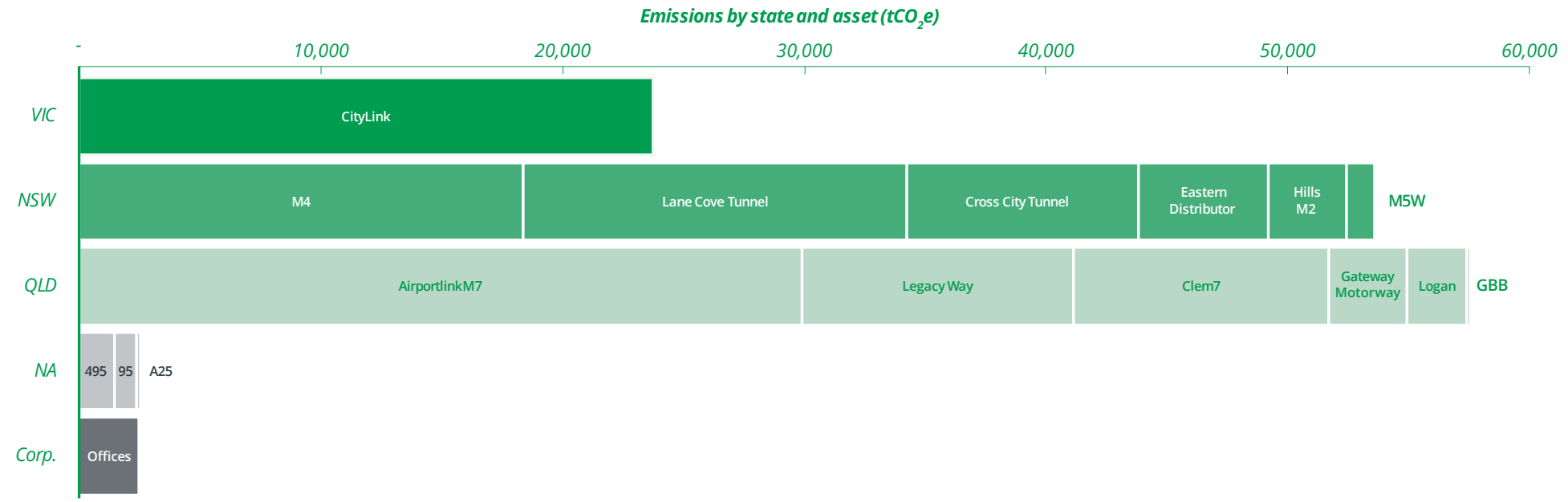
TABLE 3: CLIMATE-RELATED RISK METRICS

Metric	Unit of measure	FY19	FY20	Trend	Type	Financial category
Threat 1: Climate change awareness and policies impact operation, reputation and financial performance						
T 1.1 Degree of alignment with government partner climate change policies	Weak/Moderate/Strong	Moderate	Strong	N/A	Mitigate	Assets and Liabilities
Threat 2: Severe weather affects assets lifecycle and disrupts operations						
T 2.2 Number of recordable weather-related injuries that have occurred (Transurban employees and contractors)[1]	Number	0	0	—	Monitor	Assets and Liabilities
T 2.3 Assets with current climate risk assessments	%	86%	79%	—	Mitigate	Assets and Liabilities
Threats 3 and 4: Climate impacts alter the Australian economy affecting travel and revenue and access to and use of network is reduced due to changing weather						
T 3.1 Average workday travel-time savings [2]	Hours	374,000	339,000	↗	Monitor	Assets and Liabilities
T 3.2 Average workday GHG emission savings	tCO_2e	2,373	2,371	—	Monitor	Assets and Liabilities
Opportunity 1: Demonstrate sustainability leadership						
O1.1 CDP score[3]	Rating	Did not participate	C	N/A	Mitigate	Assets and Liabilities
O1.2 Cumulative weighted average Infrastructure Sustainability rating score	Points	79.7	80.2	↗	Mitigate	Assets and Liabilities
Opportunity 2: Reduce emissions and move towards carbon neutrality						
O2.1 Scope 1 emissions (Figures 9-10)	tCO_2e	3,393	4,391	↙	Mitigate	Assets and Liabilities, Expenditure
O2.2 Scope 2 emissions (Figures 9-10)	tCO_2e	118,953	135,426	↙	Mitigate	Assets and Liabilities, Expenditure
O2.3 Scope 1 and 2 emissions intensity [4]	tCO_2e/$m revenue	46.3	55.7	↙	Monitor	Assets and Liabilities, Expenditure
O2.4 Scope 3 emissions[5]	tCO_2e	503,423	634,566	↙	Mitigate	Assets and Liabilities, Expenditure
O2.5 Cumulative embodied GHG emission savings from major projects [6]	tCO_2e	400,000	400,000	—	Mitigate	Assets and Liabilities, Expenditure
O2.6 Cumulative materials savings from major projects [6]	Tonnes of concrete	300,000	300,000	—		
	Tonnes of asphalt	190,000	190,000	—	Mitigate	Assets and Liabilities Expenditure
	Tonnes of aggregate	300,000	300,000	—		

1 Weather-related injuries (including heat, rain etc) have remained low in the past few years. With increasing temperatures, this will be monitored closely to capture the HSE impacts of extreme temperatures
2 Workday travel-time savings serves an indicator of the economic value that is provided to customers. The impact of climate change on the Australian economy can be captured through changes in the travel-time savings
3 Transurban "C" grading falls within the awareness band in the CDP reporting scheme
4 To determine Scope 1 and 2 emissions intensity statutory toll revenue has been used
5 Scope 3 emissions have increased in FY19 as Transurban extended its boundary to also include purchased goods and services as well as capital goods (major construction). Additionally, it is important to note that scope 3 emissions are expected to fluctuate year-on-year with variation in construction activities
6 Greenhouse gas savings come as a result of efficiencies in construction activity and the use of lower-embodied emission materials. GHG and materials savings estimates are updated at Sustainability Rating milestones that may not change every year.

FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining

FIGURE 9: SCOPE 1 AND 2 EMISSIONS BREAKDOWN BY LOCATION AND ASSET



Across our Australian and North American assets, the emissions per asset vary significantly. AirportlinkM7 in QLD is our largest contributor, emitting close to 30,000 tCO_2e in FY20.

Due to ventilation requirements, tunnels consume significantly larger amounts of power than open road assets—for example, CityLink, M4, Lane Cove Tunnel and AirportlinkM7.

Our energy-reduction program is focused on reducing the amount of energy consumed through tunnel and open road lighting as well as tunnel ventilation systems.

We are switching our energy supply to renewables to reduce our emissions. We have signed renewable energy PPAs to supply source up to 80% renewable electricity for our entire NSW and QLD markets, starting in 2021/22.

Scope 1, 2 and 3 emission reduction targets

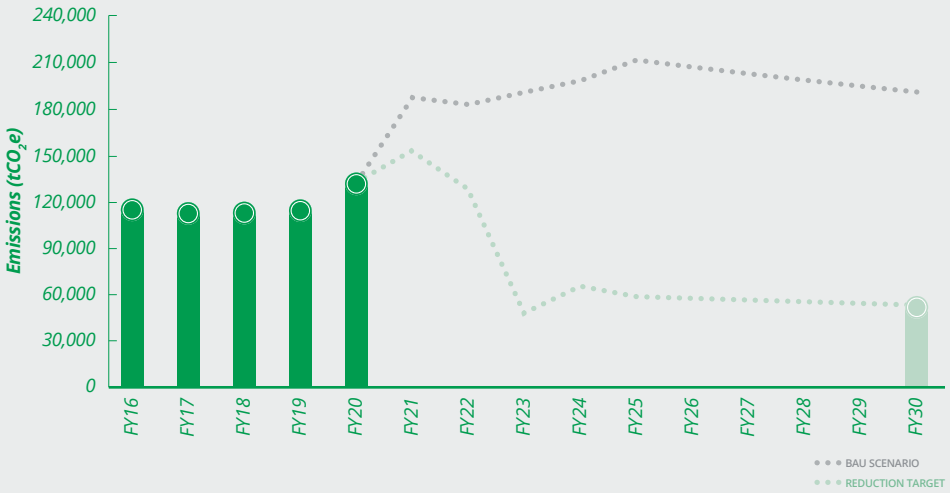
We have set greenhouse gas emissions reduction targets and are reducing impacts across our full supply chain:

Our business:
to reduce our absolute Scope 1 and 2 emissions by 50% by 2030 (tCO_2e) (Figure 10)
to reduce our energy consumption by 10% by 2023 (Figure 11)

Our major projects:
to reduce the carbon intensity of our major projects by 55% by 2030 (Scope 3 tCO_2e from major projects, per $M project capital cost)

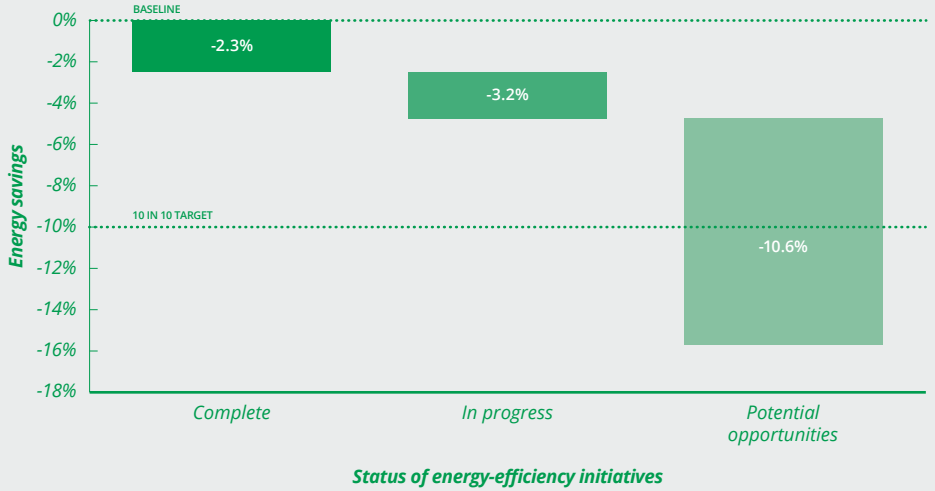
Our supply chain:
to reduce the carbon intensity of the goods and services we purchase from suppliers by 22% by 2030 (Scope 3 tCO_2e from supplier spending, per km travelled on our roads as a measure of our business output)

FIGURE 10: 50% REDUCTION IN SCOPE 1 AND 2 EMISSIONS BY 2030



- Emissions have decreased on existing assets due to energy-efficiency improvements, but new assets increase our overall footprint.
- Significant greenhouse reductions will be realised once renewable PPAs commence in NSW and QLD from 2021/22.
- Most emissions (97%) are from electricity use.

FIGURE 11: 10% REDUCTION IN ENERGY BY 2023 (COMPARED TO 2016)



- To date we have achieved about 2% energy savings compared to our baseline.
- Energy-efficient tunnel ventilation system and lighting upgrades are in progress and expected to achieve significant savings on individual assets.
- Energy efficient lighting and ventilation design is incorporated into all new assets

Exhibit A: Impacts of physical changes on asset components using a long-term 4°C scenario

Using industry-accepted climate projection data published by the Intergovernmental Panel on Climate Change, we have analysed the extent of long-term possible impacts across individual asset components. This assessment used the most extreme projections aligned with a 4°C scenario, and considered possible impacts likely to occur from now until 2100, and region specific data to capture differences between locations and assets. The use of a long timeframe and extreme scenario is appropriate due to the forecast useful life of infrastructure assets, and industry consensus that projected climatic changes may occur sooner than estimated.

The following table summarises the possible impacts, current controls and any short-term actions required to better understand or manage the risk. This information, including differences between assets and locations, has been used as part of our climate risk management process, and in the development of our Climate Change Framework.

TABLE 4: POTENTIAL LONG-TERM IMPACTS AND NEXT STEPS (4°C SCENARIO ALIGNED WITH RCP8.5 PROJECTION DATA)

	Summary of projections	Temperature increases	Extreme weather events	Drought	Sea level rise	Examples of current controls	Further actions (FY21-23)
		Increase in average temperatures and more frequent heat waves	Increased intensity and volatility of storms, cyclones and rain events	Decrease in annual rainfall resulting in extended periods of drought	Rising sea levels as polar icecaps melt		
Asset components	Structures (bridges and road) and surfacing	• Accelerated deterioration of exposed surfaces and structures	• Storm surge causing damage to structures and footings • Accelerated deterioration of exposed surfaces and structures	• Subsidence following drought reduces soil stability and impacts structures	• Increased salinity leading to corrosion of structures • Permanent inundation of footings and low-lying structures • Destabilisation due to scour	• Existing design standards (eg design for 1in100-year flood) • Monitoring systems in place for structural deterioration, changes, or disruption • Management plans and maintenance schedules	• Confirm potential impact of sea level rise on structures. Identify priority assets and confirm management strategy (if required) • Explore opportunities for smart monitoring and advanced systems
	Roadside/ landscaping	• Impacts to plant health • Accelerated wear of surface coatings (eg paint)	• Landslides and erosion • Hail damage to roadside furniture	• Impacts to plant health (including through fires)	• Flooding and damage to vegetation	• Existing design standards (eg design for 1in100-year flood) • Monitoring systems in place for structural deterioration, changes, or disruption • Management plans and maintenance schedules	• Ensure management plans and project designs consider potential climate-related impacts • Confirm risk of landslides and identify management strategy (if required)
	Drainage	No impact	• Reduced capacity of drains as a result of rainfall and surrounding system overload • Localised flooding on the network	• Sediment build up as average rainfall decreases	• Reduced capacity of drains as a result of water backflow	• Existing design standards (eg design for 1in100-year flood) • Incident response and road safety management processes • Preventative and regular maintenance schedules	• Conduct a review of drainage capacity and model longer-term impact associated with rainfall and extreme weather events • Confirm adaptation actions as needed
	Technology/ electrical	• Failure of equipment in extreme heat and temperature fluctuations	• Failure of equipment due to blackouts or damage from lightings/power surge	No impact	No impact	• Existing design standards (eg designed for >50°C temperatures) • Dual feed electricity systems and back-up generators	• Complete an internal audit of technology and electrical equipment and confirm resilience under future temperature and weather conditions

Further action required to confirm possible exposure

Monitoring only – no further action required

UN SDG PROGRESS REPORT

Transurban is committed to the United Nations Sustainable Development Goals, which directly inform our Sustainability Strategy.

This Report provides a summary of Transurban's FY20 progress against the nine UN Sustainable Development Goals (SDGs) that are particularly relevant to Transurban and the associated targets and indicators that apply to our business. We believe more can be done to contribute to the SDG targets over and above the official indicator set. For this reason, we also list our own, Transurban-specific, indicators and targets and summarise our performance against these.

This year we're providing FY20 highlights for each material SDG (see below) and noting trends towards 27 applicable targets - official and Transurban-specific - since we started SDG reporting in FY18 (see Figure 1).

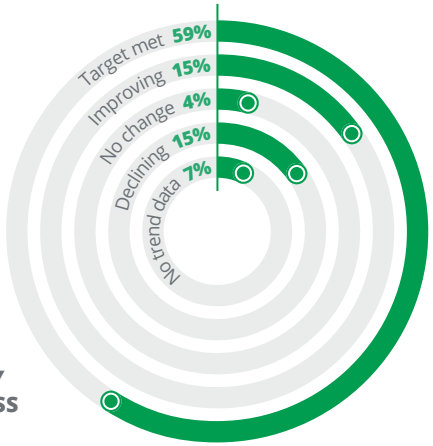


FIGURE 1: SUMMARY OF FY18-20 PROGRESS FOR SDG TARGETS

FY20 HIGHLIGHTS FOR OUR NINE MATERIAL SDGS

3 GOOD HEALTH AND WELL-BEING

- Outperformed Road Injury Crash Index target
- Extended NeuRA partnership for a further three years to continue research into road safety and crash injury prevention

5 GENDER EQUALITY

- Maintained pay equity gap of less than 1%
- Maintained gender balance for executives
- Workplace Gender Equality Agency Employer of Choice
- Equileap Top 20 for gender equality

7 AFFORDABLE AND CLEAN ENERGY

- Entered into Power Purchase Agreements for QLD and NSW markets – up to 80% future electricity needs to be met from renewable energy sources from 2021/2022
- Six on-site renewable energy installations

8 DECENT WORK AND ECONOMIC GROWTH

- Providing average workday travel time savings of 339,000 hours
- On track to release our first Modern Slavery Statement in 2020

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE

- Two As Built Infrastructure Sustainability 'Leading' ratings (highest level possible) for Logan Enhancement Project (QLD) and M4 East (NSW)
- $21B projects rated/being rated for sustainability to date

11 SUSTAINABLE CITIES AND COMMUNITIES

- $4.7M COVID-19 assistance to frontline workers and customers hardest hit financially
- Released Financial Inclusion Action Plan
- First annual US$15M contribution for public transport improvements in Virginia

12 RESPONSIBLE CONSUMPTION AND PRODUCTION

- Trialled lower-emission materials (crumb rubber asphalt mix and high portland cement replacement mixes)
- 92% waste diversion on Australian major projects to date

13 CLIMATE ACTION

- New science-based greenhouse gas reduction targets – including scope 3 – validated by the Science Based Targets initiative
- All Task Force for Climate-related Financial Disclosures recommendations addressed in FY20

17 PARTNERSHIPS FOR THE GOALS

- More than 20 SDG-focused partnerships active during year
- $3.3M social investment program including $1.5M for COVID-19 and bushfire response

SDG 3—Good Health and Wellbeing

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
3.4 By 2030[2], reduce by one third premature mortality from non- communicable diseases through prevention and treatment and promote mental health and well- being *Safety and wellbeing of employees and contractors*	No directly relevant SDG indicators for Transurban	• Maintained Mental Health First Aider network for Australian operations • Continued to promote our comprehensive Employee Assistance Program delivered by Converge International (especially during COVID-19 pandemic) • More than 300 employees participated in a four-week 'resilience challenge' and 280 attended resilience seminars as part of organisation-wide focus on mental health and wellbeing • Enhanced people leader training during COVID-19 pandemic; building awareness of signs of declining mental health, how to address, and how to access professional support • Drug and alcohol testing and awareness to support our employees' and contractors' well-being	Mental Health First Aid (MHFA) Officers in Transurban *32 MHFAs (No target)*
3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents *Road safety*	3.6.1 Death rate due to road traffic injuries *3 road user fatalities on Transurban roads in FY20 (we aim for fatality-free roads)*	• Working diligently towards eliminating fatalities and injuries associated with the use of our roads • Continued to apply Road Safety Strategy aligned with the safe system approach • Continued to implement Road Safety Action Plan for each of our markets • Continued our Road Safety Community of Practice to harness ideas and support employees' capability and leadership in road safety • Continued road design and operations initiatives to reduce safety risks including reducing speed limits before peak hour and congestion detection to decrease risk of rear-end and lane change collisions • Continued to implement safety standards for construction trucks on the West Gate Tunnel Project • Extended our partnership with Transurban Road Safety Centre (in partnership with NeuRA) for further three years. Specific research included: • Older drivers and comfort accessories • Integrated child booster seats • Child restraint chest clips • Dynamic testing of child restraints • Submarining of smaller occupants • Road safety awareness through bridge and asset lighting to highlight public campaigns	Road Injury Crash Index (RICI): injury crashes per 100 million vehicle kilometres *RICI—3.7 (target–4.25/✓)* Percentage of activities in regional Road Safety Action Plans (RSAPs) tracking to target *82% (target– >75%/✓)*

1 *FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining*

2 *Underlined text within targets and indicators are applicable to Transurban*

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
		• Innovative LED lighting incorporated into M8 and NorthConnex tunnels to promote driver alertness. NorthConnex also has specific artist / installations to improve driver engagement • Contributed to state and federal parliamentary inquiries to encourage adoption of effective measures to reduce road trauma, including vehicle safety and enforcement technologies • Specific initiatives as a result of COVID-19: • Enhanced incident response across network to ensure road user and employee safety in periods of increased overall speeds due to reduced traffic volumes • Brought forward maintenance and works opportunities during lower traffic volumes with added benefit of reducing risks to work crews and road users	Monash University Accident Research Centre (MUARC)—crash analysis for roads in each Australian market compared to like roads *2020 MUARC analysis for 2017-18 (no targets):* *NSW—68% lower* *VIC—42% lower* *QLD—56% lower*

1 FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining

2 Underlined text within targets and indicators are applicable to Transurban

SDG 5—Gender Equality

Official UN SDG targets *Relevance to Transurban*	UN SDG indicators relevant to Transurban *FY20 performance data (target/trend[1])*	Key FY20 Transurban initiatives and commentary	Additional Transurban indicators *FY20 performance data (target/trend)*
5.1 End all forms of discrimination against all women and girls everywhere *Avoiding discrimination* 5.5 Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision making in political, economic and public life *Equal participation and opportunities*	5.1.1 Legal frameworks in place to promote, enforce and monitor equality and non-discrimination on the basis of sex *Policies and procedures are in place regarding diversity and non-discrimination (target–100% coverage/✓)* 5.5.2 Proportion of women in managerial positions *43% M / 57% F—Senior Executives (target–achievement of gender equity at all levels across Transurban/✓)* *67% M / 33% F—Board (target–at least 30% representation of each gender/✓)*	• 'Realise Your Potential' women in leadership development program (internal training) continued • Supporting up-and-coming female engineers—especially via FEET (Females Excelling in Engineering and Technology) program • Workplace Gender Equality Agency Employer of Choice for Gender Equality citation (2020) • Equileap Top 20 for gender equality citation	Gender balance *62% M / 38% F—Workforce (target–achievement of gender equity at all levels across Transurban/↙)* FEET participants *23 FEET Program participants (no target)* Women in Leadership Program *15 participants (no target)*

1 *FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining*

2 *Underlined text within targets and indicators are applicable to Transurban*

SDG 7—Affordable and Clean Energy

7 AFFORDABLE AND CLEAN ENERGY

Official UN SDG targets *Relevance to Transurban*	UN SDG indicators relevant to Transurban *FY20 performance data (target/trend[1])*	Key FY20 Transurban initiatives and commentary	Additional Transurban indicators *FY20 performance data (target/trend)*
7.2 By 2030, increase substantially the share of renewable energy in the global energy mix *Renewable energy*	7.2.1 Renewable energy share in total final energy consumption *2.6% (no target)*	• Six renewable energy installations in place across a number of assets and facilities (one further installation underway and additional sites being explored) • Additional 30kW capacity added through full acquisition of M5 West • Procured portion of renewable energy for specific assets • Entered into Power Purchase Agreements in QLD and NSW to meet up to 80% of our future operational electricity needs in these markets from renewable sources. Agreements will progressively commence from 2021	Installed renewable energy capacity *170kW (no target)* Proportion of energy use self-generated from renewables *0.1% (no target)* Proportion of energy purchased from renewables *2.5% (no target)*
7.3 By 2030, double the global rate of improvement in energy efficiency *Energy efficiency*	7.3.1 Energy intensity measured in terms of primary energy and GDP *269 GJ per $M statutory revenue# (no target)* # *Statutory toll revenue used in lieu of GDP; 675,015 GJ energy use, $2,510M revenue*	• Multiple energy-efficiency initiatives were underway in FY20 with an ongoing focus on tunnel ventilation and lighting (eg Citylink and Logan Motorway LED street lighting upgrades, CityLink ventilation optimisation trial, detailed planning for Eastern Distributor tunnel LED upgrade)	Reduction in energy (Scope 1 and 2) consumption *2% savings to date from energy efficiency initiatives (target – 10% reduction by 2023 from a 2013 baseline#/↗)* # *2013 baseline updated in 2016 to include all new assets at that time.*

1 *FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining*

2 *Underlined text within targets and indicators are applicable to Transurban*

SDG 8—Decent Work and Economic Growth

8 DECENT WORK AND ECONOMIC GROWTH

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
8.1 Sustain per capita economic growth in accordance with national circumstances and, in particular, at least 7 per cent gross domestic product growth per annum in the least developed countries *Economic growth*	No directly relevant SDG indicators for Transurban	• Contributing to economic health and productivity of cities where we operate through travel-time savings and job creation via our road network • Maintained employment for our direct and indirect workforce throughout the COVID-19 pandemic	Travel-time savings *339,000 hrs average workday travel time savings for FY20 (no target)*
8.3 Promote development-oriented policies that support productive activities, decent job creation, entrepreneurship, creativity and innovation, and encourage the formalisation and growth of micro, small and medium-sized enterprises, including through access to financial services *Employment*	No directly relevant SDG indicators for Transurban	Major road development projects underway or completed at the end of FY20 have created or are creating significant employment opportunities[#]: • West Gate Tunnel Project (VIC): 6,000 jobs • NorthConnex (NSW): 8,700 jobs • Fredericksburg extension of 95 Express Lanes (GWA): 9,100 jobs[*] • 495 Express Lanes Northern Extension (GWA) - 7,300 jobs[*] • 395 Express Lanes (GWA): 8,700 jobs[*] For WestConnex (NSW) more than 33,000 workers and subcontractors had been involved in the project as at end of FY20 # *Direct and indirect jobs over project life* * *Based on estimated economic development impact of total project*	Direct and indirect job creation estimates—major projects active in FY20 *39,800 jobs (no target)*
8.4 Improve progressively, through 2030, global resource efficiency in consumption and production and endeavour to decouple economic growth from environmental degradation, in accordance with the 10-Year Framework of Programmes on Sustainable Consumption and Production, with developed countries taking the lead *Resource efficiency*	8.4.1 Material footprint, material footprint per GDP *Cumulative key material use (tonnes) in major projects to date per $M of cumulative project value[*] = 532t/$M (no target)* * *includes concrete, asphalt and steel across seven majorprojects in Australia;10.8M tonnes and $20,319M project value*	• 300,000 tonnes less concrete use on seven major projects to date through use of sustainable design and construction principles • Asphalt used on M8 incorporated 16% Recycled Asphalt Pavement (RAP) • 620,000 tonnes of excavated rock crushed on-site and reused for aggregates and fill (M8) • Trialled use of crumb rubber asphalt mix in off-motorway pavement resurfacing in QLD (1350 m^2 area containing equivalent to 250 end-of-service life tyres) • 70% Portland cement replacement in concrete used in cycle park community project in QLD	Indicators for recycled content in materials under development

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
8.5 By 2030, achieve full and productive employment and decent work for all women and men, including for young people and persons with disabilities, and equal pay for work of equal value *Decent work and pay equity*	8.5.1 Average hourly earnings of female and male employees by occupation and age *Refer to FY20 Employee Data Tables (target– achievement of gender equity at all levels across Transurban/✓)*	• Policies in place to ensure pay equality • Completed annual gender equity pay review • Continued our Social Traders membership to encourage partnerships with social enterprises both directly and through our extended supply chain • Launched second Innovate Reconciliation Action Plan (RAP) in Australia to support Aboriginal and Torres Strait Islander (ATSI) employment and businesses • Established key partnerships in each Australian market as part of the commitment to education and employment: • QLD: QLD Aboriginal and Torres Strait Islander Foundation, Career Trackers • NSW: Clontarf Foundation • VIC: Melbourne Indigenous Transition School • Started developing and implementing strategies to increase ATSI recruitment, retention and professional development	Pay equity gap *Less than 1% (target – no significant pay gap/✓)* Progress with implementation of second Innovate RAP actions *20% (target– 100% by EOFY22/ N/A)*
8.7 Take immediate and effective measures to eradicate forced labour, end modern slavery and human trafficking and secure the prohibition and elimination of the worst forms of child labour, including recruitment and use of child soldiers, and by 2025 end child labour in all its forms *Forced labour and modern slavery*	No directly relevant SDG indicators for Transurban	• Continued participation in Global Compact Network of Australia's Community of Practice on Modern Slavery • Continued participation and support of the Infrastructure Sustainability Council of Australia's (ISCA) Modern Slavery Coalition for Road Construction members • Continued preparations to issue first Modern Slavery Statement by December 2020 • Worked with high risk suppliers to drive stronger and more coordinated outcomes on modern slavery	Annual Modern Slavery Statement *Preparing to issue Statement in 2020 (target – annual release/ N/A)*
8.8 Protect labour rights and promote safe and secure working environments for all workers, including migrant workers, in particular women migrants, and those in precarious employment *Employee safety* *Labour rights*	8.8.1 Frequency rates of fatal and non-fatal occupational injuries *Employees - Number of employee injury events (absolute): 2 (target ≤ 2/✓)* *Contractors - Contractor injuries per million hours worked (RIFR): 3.6 (target – 4.2/✓)* *Employee fatalities: Zero (target – zero/✓)* *Contractor fatalities: Zero (target – zero/✓)* 8.8.2 Level of national compliance of labour rights (freedom of association and collective bargaining) based on International Labour Organisation (ILO) textual sources and national legislation, by sex and migrant status *100% compliance (target–100%/✓)*	• Continued requirement for business units to prepare and implement Health, Safety and Environment Action Plans Specific initiatives as a result of COVID-19: • Provided enhanced home working support, such as ergonomic and wellbeing assessments • Case management and employee support • People leader wellbeing training • COVID-19 safe working procedures and training for workforce • Enhanced cleaning and social distancing requirements • Successfully renegotiated the Transurban Customer Service EBA	No additional indicators or targets No additional indicators or targets

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
8.b By 2020, develop and operationalize a global strategy for youth employment and implement the Global Jobs Pact of the International Labour Organisation *Youth employment*	8.b.1 Existence of a developed and operational national strategy for youth employment *Graduate and student programs in place (maintain programs/✓)*	• Continued the Females Excelling in Engineering and Technology (FEET) student mentoring program • Continued graduate program • Continued engagement with universities in each region • Started first year of three-year partnership with the University of Queensland's School of Engineering Icarus program • Embarked on new partnership with child education charity — The Smith Family — to help young people undertake Certificate 1 in Financial Services	Graduate program participation *13 graduates across 2 intakes (no target)* FEET participation *23 students (no target)*

1 *FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining*

2 *Underlined text within targets and indicators are applicable to Transurban*

SDG 9—Industry, Innovation and Infrastructure

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all *Develop sustainable infrastructure*	No directly relevant SDG indicators for Transurban	• Achieved two new sustainability ratings for major projects in Australia • Five sustainability ratings underway • $21.1B worth of projects to date with sustainability ratings achieved or underway in Australia and the US Refer to commentary on SDG11 for information on affordable and equitable access	Percentage of major projects underway during year that have committed to achieving sustainability ratings *88#% (target–100%/—)* Design/As Built ratings achieved in FY20: • Logan Enhancement Project—Leading IS rating—As Built • WestConnex M4 East—Leading IS rating—As Built Design/As Built ratings underway in FY20: • NorthConnex—IS rating—As Built • WestConnex M8—IS rating—As Built • WestConnex M4-M5—IS rating—Design • West Gate Tunnel Project—IS rating—Design • 95 Express Lanes (Fredericksburg extension)—Envision Design + Post-Construction rating *# Seven out of eight major projects (construction on the 395 Express Lanes commenced prior to our policy requiring sustainability ratings for all major projects)*
9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities *Enhance infrastructure sustainability*	9.4.1 CO2 emission per unit of value added *Scope 1 and 2: 56 tCO_2e/$M statutory revenue (no target)* *Scope 3 - Purchased goods and services:* *24 tCO_2e/Million VKT# (22% intensity reduction by 2030 from a 2019 base year/↗)* *Scope 3 - Capital goods/projects:* *168.9 tCO_2e/$M capex (55% intensity reduction by 2030 from a 2019 base year/↗)* *# Vehicle Kilometres Travelled on Transurban roads*	• New science-based greenhouse gas reduction targets – including scope 3 – validated by the Science Based Targets initiative • Continued to progress first Operations Infrastructure Sustainability rating for M2 in NSW	Absolute greenhouse gas emission reduction *Scope 1 and 2: 139,817 tCO_2e; (50% absolute reduction by 2030 from a 2019 base year / ↙)* Average emission reduction for those choosing to travel on our roads *30% (no target)*

1 *FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining*

2 *Underlined text within targets and indicators are applicable to Transurban*

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
9.5 Enhance scientific research, upgrade the technological capabilities of industrial sectors in all countries, in particular developing countries, including, by 2030, encouraging innovation and substantially increasing the number of research and development workers per 1 million people and public and private research and development spending *Enhance technology and innovation*	9.5.1 Research and development expenditure as a proportion of GDP *Data collection and reporting processes being developed*	Transurban and our supply chain partners identify and deliver a comprehensive range of innovations across our asset portfolio and projects. We also partner with a number of organisations to progress relevant research and development programs and initiatives FY20 Transurban innovation examples: • Innovation and Second Horizon Program progressed exploratory initiatives in a range of areas such as Connected and Automated Vehicles (CAVs), Mobility as a Service (MaaS), Road User Charging, video analytics and Internet of Things (IoT) sensors • Developing a modular new cloud-based tolling platform • Building a virtual reality version of the Burnley Tunnel to test lighting effects on traffic • Trialling battery chargers for electric vehicles on an incident response vehicle in Melbourne FY20 project innovation examples: • NorthConnex (NSW) - lighting displays developed in partnership with the University of NSW to help keep drivers alert and focused • WestConnex M8 (NSW) - 'DriFlo' waterless fire deluge system testing - a world first for motorway use • Logan Enhancement Project (QLD) - piloted new cement mixes on a community cycle park with 50% lower greenhouse gas emissions compared to conventional mixes FY20 research and development examples: • Three-year partnership with NeuRA to undertake research to prevent and reduce serious injuries and deaths on the road • Partnership with the Monash University Accident Research Centre to assess the safety of our Australian assets compared with like roads • Partnership with Sydney business Junglefy and the NSW Government to determine the effectiveness of 'breathing wall' technology in improving urban air quality	No additional targets or indicators

1 FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining

2 Underlined text within targets and indicators are applicable to Transurban

SDG 11—Sustainable Cities and Communities

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons *Affordable, accessible and safe transport*	No directly relevant SDG indicators for Transurban	• Enhanced Linkt Assist program to support customers experiencing vulnerability • Established Financial Inclusion Action Plan (FIAP), which details the steps we are taking to enhance financial inclusion for customers, community partners, suppliers and employees • Provided $4.7M worth of toll credits for frontline workers and customers impacted by COVID-19 • Continued working with state government partners in Australia on toll enforcement processes on customers' behalf • Continued partnerships with driver training organisations in each state such as Salvos Drive for Life – supporting delivery of over 1200 hours of mentored driver training for vulnerable members of the community such as refugee women, indigenous youth and disadvantaged youth • Made first US$15M annual contribution towards public transport improvements in Virginia, USA • Developed 23km of new/upgraded cycleways and 18ha of parks and community spaces through WestConnex project • Developed online Trip Compare tool to assist in choice and value assessment of using our roads • Refer to SDG3 for road safety initiatives	Percentage of activities in FIAP tracking to target *>90% (target– 100%/N/A; first year of Plan)*
11.3 By 2030, enhance inclusive and sustainable urbanisation and capacity for participatory, integrated and sustainable human settlement planning and management in all countries *Inclusive urbanisation*	No directly relevant SDG indicators for Transurban	• Continued work as a major partner on the 'Next Generation Engagement' project, which seeks to improve outcomes of major infrastructure projects for communities • Adopted community engagement principles across Australian markets	*Progress towards embedding engagement principles and frameworks across Australian markets* *Embedded in all Australian markets (target– embedded in all Australian markets/✓)*
11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management *Adverse environmental impact*	11.6.2 Annual mean levels of fine particulate matter *Refer to Environmental Data Tables for data in relation to tunnel assets*	• Undertook air quality monitoring and reporting for road tunnels • Completed trial of 'breathing walls' in partnership with Junglefy and NSW Government (average reductions of 53% nitrogen dioxide, 29% ozone and 23% particulate matter 2.5 microns) • Initiated trial of pollutant-absorbing 'Airlite' paint on Citylink • Air Quality Community Committees in place for NorthConnex and WestConnex Refer to SDG12 for waste reduction initiatives	Air quality indicators for tunnels including NOX, CO, PM10, PM2.5, VOC *100% compliance (target–100% regulatory requirements met/✓)*

1 *FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining*

2 *Underlined text within targets and indicators are applicable to Transurban*

SDG 12—Responsible Consumption and Production

12 RESPONSIBLE CONSUMPTION AND PRODUCTION

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
12.2 By 2030, achieve the sustainable management and efficient use of natural resources *Natural resource use*	12.2.1 Material footprint, material footprint per capita, and material footprint per GDP^ *Cumulative key material use (tonnes) in major projects to date per $M of cumulative project value* = 532t/$M (no target)* ^ *This indicator is a repeat of 8.4.1* * *includes concrete, asphalt and steel across 7 major projects in Australia;10.8M tonnes and $20,319M project value*	• Continued developing low-carbon and circular materials strategy with a focus on concrete, asphalt and steel • Continued engagement with suppliers and road agencies regarding proposed targets for emission reduction from concrete use	Target under development
12.5 By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse *Waste generation*	12.5.1 National recycling rate, tons of material recycled *92% of major project waste diverted from landfill to date (target to be set in FY21)* *44% of operational waste diverted from landfill (target to be set in FY21)*	• Street sweeping waste diversion program in partnership with Downer—116/134 tonnes (87%) of street sweepings from Sydney motorways diverted from landfill • Spoil and sediment diversion program in partnership with RepurposeIT in Melbourne - nearly 100 per cent of the 273 tonnes of roadside material accumulated in lake alongside CityLink diverted from landfill	No additional indicators or targets
12.6 Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle *Sustainability reporting*	12.6.1 Number of companies publishing sustainability reports *Corporate reporting suite contains comprehensive account of sustainability performance (target– reporting annual and follows GRI 'comprehensive' guidance/✓)*	Not applicable	Not applicable
12.7 Promote public procurement practices that are sustainable, in accordance with national policies and priorities *Sustainable procurement*	12.7.1 Number of countries implementing sustainable public procurement policies and action plans *Sustainable procurement framework in place and being implemented (no target)*	• Ongoing implementation of sustainable procurement framework including Procurement Policy, Supplier Sustainability Code of Practice and sourcing kit • Addressing key government policies and legislative requirements such as the Australian Commonwealth Modern Slavery Act and the Virginia Small Business and Supplier Diversity Initiative • Continued membership with Social Traders and working with social enterprises (such as Ability Works) to grow their capability and scale • Procurement with total of 25 indigenous businesses for M4-M5 and M8 WestConnex project • Small business supplier payment terms changed from 30 days to 14 days in light of COVID-19 (to be reviewed in September 2020)	Social and indigenous procurement spend *USA—US$909M to date (no specific target)* *WCX indigenous supplier spend to date —> $32M (no target)*

1 *FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining*

2 *Underlined text within targets and indicators are applicable to Transurban*

SDG 13—Climate Action

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
13.1 Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries *Climate change resilience*	13.1.3 Proportion of local governments that adopt and implement local disaster risk reduction strategies in line with national disaster risk reduction strategies *Business resilience plans in place for all regions where we operate (target– all regions/✓)*	• Reviewed potential long-term impacts on assets considering a 4°C scenario (Year 2100 projections) • Identified short-term priority actions to address risks • Undertook initial set of climate risk benchmarking and modelling studies	Percentage of existing assets[3] that have had climate change risk assessments prepared or updated within past two years *79%—11 of 14 assets[4] (target–100%/↙)* Percentage of major projects under construction that have been assessed for climate change risk *86%—6 of 7 projects[5] (target–100%/↙)*
13.2 Integrate climate change measures into national policies, strategies and planning *Climate change strategy*	13.2.1 Number of countries that have communicated the establishment or operationalisation of an integrated policy/strategy/plan which increases their ability to adapt to the adverse impacts of climate change, and foster climate resilience and low greenhouse gas emissions development in a manner that does not threaten food production *Climate Change Framework in place (target – in place and updated every two years/✓)*	• Developed new Climate Change Framework (covers Australian network) which addresses threats and opportunities relevant to physical impacts of climate change and low-carbon transition • Produced FY20 Climate Change Disclosure addressing all TCFD recommendations • Formalised Transurban Board reporting and governance arrangement for climate-related risks and strategies (including internal governance group) • Set new science-based greenhouse gas reduction targets – including scope 3 – validated by Science Based Targets initiative	No additional indicators or targets
13.3 Improve education, awareness- raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning *Climate change capacity*	No directly relevant SDG indicators for Transurban	• Engaged Transurban Board on climate risk and FY20 Climate Change Disclosure • Conducted awareness-building exercises on extreme weather in partnership with Australian Bureau of Meteorology	Percentage of TCFD recommendations completed as at end of Financial Year *100%—11 of 11 recommendations (target– 100% by end FY20/✓)*

1 *FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining*

2 *Underlined text within targets and indicators are applicable to Transurban*

3 *Assets under operational control for at least a year*

4 *495 Express Lanes (No), 95 Express Lanes (No), A25 (No), CityLink (Yes), Gateway Motorway (Yes), Logan Motorway (Yes), Clem7 (Yes), Go Between Bridge (Yes), Legacy Way (Yes), Airport Link M7 (Yes), Hills M2 (Yes), Eastern Distributor (Yes), Lane Cove Tunnel (Yes), Cross City Tunnel (Yes)*

5 *West Gate Tunnel (Yes), NorthConnex (Yes), M4 East (Yes), M8 (Yes), M4-M5 Link (Yes), Logan Enhancement Project (Yes), Fredex (No)*

SDG 17—Partnerships for the Goals

17 PARTNERSHIPS FOR THE GOALS

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
17.16 Enhance the Global Partnership for Sustainable Development, complemented by multi-stakeholder partnerships that mobilise and share knowledge, expertise, technology and financial resources, to support the achievement of the Sustainable Development Goals in all countries, in particular developing countries *SDG-focused partnerships*	No directly relevant SDG indicators for Transurban	Key SDG-focused partnerships for FY20 are listed below. Sustainability: • Global Compact Network Australia • Infrastructure Sustainability Council of Australia (ISCA) Road Safety: • Partnership with the Monash University Accident Research Centre to analyse injury crashes on our Australian network • NeuRA partnership for the Transurban Road Safety Centre to conduct research into road safety and crash injury prevention • University, state government and industry partnership to conduct the Re:act program where final-year design or advertising students create a road safety behaviour change program targeting their peers Energy: • Founding member of Business Renewables Council Australia Materials: • Member of Zero Carbon Concrete Working Group (VIC) Air quality: • Partnership with Junglefy and the NSW Government to trial 'breathing walls' at Eastern Distributor and Hills M2 motorways Modern Slavery and sustainable procurement: • Community of Practice on Modern Slavery member—Global Compact Network Australia • ISCA's Modern Slavery Coalition for roads sector • Member of Social Traders (developing and supporting growth of social enterprises in Australia) Indigenous partnerships: • Partnerships in NSW (Clontarf Foundation), QLD (QLD Aboriginal and Torres Strait Islander Foundation, Career Trackers) and VIC (Melbourne Indigenous Transition School) as part of Innovate Reconciliation Action Plan	No specific indicators or targets for this SDG

1 *FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining*

2 *Underlined text within targets and indicators are applicable to Transurban*

Official UN SDG targets *Relevance to Transurban*	**UN SDG indicators relevant to Transurban** *FY20 performance data (target/trend[1])*	**Key FY20 Transurban initiatives and commentary**	**Additional Transurban indicators** *FY20 performance data (target/trend)*
		Communities: • Financial Inclusion Action Plan release in partnership with Good Shepherd Australia New Zealand • $3.3 million social investment program that reflects our business purpose to strengthen communities through transport • Key partnerships - Thriving Communities Partnership, The Salvation Army, The Smith Family, Engineers Australia and Kidsafe Transport: • Collaborating with multi-stakeholder consortia in Australia and USA to trial Connected and Automated Vehicles and participate in a Road User Charging trial (USA) • Active participation in transport sustainability knowledge share sessions, including Department of Transport and Main Roads and Infrastructure Sustainability Working Group (QLD) Biodiversity: • Partnership with Landcare Australia and bushcare groups to enhance ecological value and engage local communities	

1 FY18-20 indicator trend: N/A = no data or trend not applicable; ✓= target met; — no change; ↗= improving; ↙ = declining

2 Underlined text within targets and indicators are applicable to Transurban

SUSTAINABILITY PERFORMANCE DATA

Scope

Transurban's Corporate Report covers all roads and projects in which we hold an interest.

For Transurban's total environmental metrics, we include only roads under our operational control where we have the ability to directly manage environmental performance. This scope is the best reflection of our annual performance and group-wide targets.

Transurban totals exclude major projects which are under the control of construction contractors, and assets in which Transurban has an equity interest but not direct management control (eg Westlink M7). These are monitored individually but excluded from group-wide totals.

In addition to the Corporate Report, Transurban reports to regulators for operational environmental requirements on individual assets, and programs including the Australian National Greenhouse and Energy Reporting (NGER) Act. We also voluntarily report data to independent benchmarks including the Dow Jones Sustainability Index (DJSI) and Global Real Estate Benchmark (GRESB).

Table 1 shows the roads covered by our reporting, including changes in FY20 summarised below.

TABLE 1: TRANSURBAN ROADS AND REPORTING SCOPE FOR FY20

	Roads	Transurban ownership	Projects	Transurban ownership
Victoria	CityLink	100%	West Gate Tunnel	100%
New South Wales	Hills M2	100%	NorthConnex	50%
	Lane Cove Tunnel	100%	WestConnex:	
	Eastern Distributor	75.1%	• M8	25.5%
	Cross City Tunnel	100%	• M4-M5 Link	25.5%
	M5 West [1]	100%	• Rozelle Interchange	25.5%
	WestConnex:	25.5%		
	• New M4 [2]	25.5%		
	• M5 East [3X]	25.5%		
	Westlink M7 [4X]	50%		
Queensland	Gateway Motorway	62.5%	Logan Enhancement Project	62.5%
	Logan Motorway	62.5%		
	Go Between Bridge	62.5%		
	Legacy Way	62.5%		
	AirportlinkM7	62.5%		
	Clem7	62.5%		
USA	95 Express Lanes	100%	Fredericksburg Extension	100%
	495 Express Lanes	100%	495 Northern Extension	
	395 Express Lanes [5X]	100%	Capital Beltway Accord	
Canada	A25	100%		

X Excluded from Transurban FY20 group environmental totals.

1 M5 West: was excluded in past years but with full ownership is now included in group totals.

2 New M4: opened to traffic in FY20 and is now included in group totals.

3 M5 East: WestConnex began managing O&M services from May 2020. Excluded from FY20 data.

4 Westlink M7: Transurban owns 50% of WestlinkM7 but does not have direct operational control.

5 395 Express Lanes will be included in environmental data from FY21 onwards.

Abbreviations used in data tables: CL: CityLink, M2: Hills M2, LCT: Lane Cove Tunnel, ED: Eastern Distributor, CCT: Cross City Tunnel, M5W: M5 West, M4: WestConnex New M4, M7: Westlink M7, GM: Gateway Motorway, LM: Logan Motorway, GBB: Go Between Bridge, C7: CLEM7, LW: Legacy Way, APL: AirportLinkM7, 495: 495 Express Lanes, 95: 95 Express Lanes, 395: 395 Express Lanes, A25: A25 Montreal, Off.: corporate offices.

Changes in our business and reporting scope in FY20

WestConnex New M4

WestConnex New M4 opened to traffic in July 2019 and is included in FY20 totals. Transurban owns a 25.5% stake in WestConnex and is also responsible for managing operations.

M5 West

M5 West became 100% Transurban owned during FY20, and is now included in FY20 group environmental totals.

LEP

The Logan Enhancement Project (LEP) was completed in FY20.

395 Express Lanes

395 Express Lanes was opened to traffic in November 2019. It will be included in data from FY21 onwards.

WestConnex M5 East

M5 East is an existing tunnel which was consolidated into WestConnex in July 2020, and will be included in data from FY21.

Environmental Data

GHG emissions

TABLE 2 GHG EMISSIONS TOTAL

		FY18*	FY19*	FY20*	Notes
Total Scope 1 & 2	**tCO_2-e**	**120,837**	**122,346**	**139,817**	Scope 1 and 2 emissions are the main focus of Transurban's monitoring and targets.
Scope 1	**tCO_2-e**	**3,697**	**3,393**	**4,391**	
Scope 2 ("market-based")	**tCO_2-e**	**117,139**	**118,953**	**135,426**	Scope 2: GHG Protocol 'market-based' Scope 2 emissions include purchase of GreenPower-accredited Large-scale Generation Certificates (LGCs) which fund renewable electricity and reduce net Scope 2 emissions compared with 'location-based' state grid electricity averages
(GreenPower emissions avoided)	tCO_2-e	(2,708)	(2,935)	(3,853)	
Scope 2 ("location-based")	tCO_2-e	119,848	121,888	139,279	
Scope 3	**tCO_2-e**	**23,274**	**503,423**	**634,566**	Scope 3: In FY19 Transurban extended the boundary of its Scope 3 emissions reporting to include: • 'Purchased goods and services' (supply chain for existing assets and corporate functions): • 'Capital Goods' (major project construction), and • 'Investments' (non-managed assets e.g. M7) The increase in Scope 3 emissions from FY18 to FY19 is solely due to extending our reporting boundary to include this new category. Scope 3 emissions are expected to fluctuate significantly year-on-year with variation in construction activities
Purchased goods and services	tCO_2-e	NR	135,447	161,607	
Capital goods (Major projects)	tCO_2-e	NR	261,168	405,348	
Investments (non-managed assets)	tCO_2-e	NA	86,032	46,547	
Upstream fuel and energy-related activities	tCO2-e	17,798	16,445	17,410	
Waste	tCO_2-e	1,668	1,769	2,241	
Business travel	tCO_2-e	3,808	2,562	1,412	
Total Scope 1 & 2 & 3	**tCO_2-e**	**144,110**	**625,769**	**774,383**	Scope 1, 2 and 3 are considered the full extent of Transurban's direct and indirect emissions
Customer travel emissions	**tCO_2-e**	**993,268**	**995,571**	**1,232,842**	By GHG accounting protocols, customer travel is not part of Transurban's emissions, but is monitored for our ability to influence

* *Total excluding non-managed assets excluded from Transurban's group totals (see "Scope").*

FY19 figures have been updated from those provided in the FY19 Corporate Report to account for finalised data and new detail in how Transurban defines its Scope 3 emissions categories, so that FY19 is on the same basis as FY20. This update results in a 1.4% difference in total Scope 1 and 2 emissions than what was originally reported in FY19.

TABLE 3 GHG EMISSIONS BY ASSET

FY20 GHG EMISSIONS		CityLink	M2	LCT	ED	CCT	M4	M5 West	M7*	Gateway Motorway	Logan Motorway	Go Between Bridge	Clem 7	Legacy Way	Airportlink M7	495 Express Lanes	95 Express Lanes	A25	Offices	Total	Total*
Total Scope 1 & 2	**tCO_2-e**	**23,758**	**3,211**	**15,861**	**5,391**	**9,551**	**18,392**	**1,150**	**3,645**	**3,239**	**2,503**	**99**	**10,535**	**11,196**	**29,921**	**1,476**	**930**	**95**	**2,510**	**143,462**	**139,817**
Scope 1	tCO_2-e	630	275	127	102	48	312	85	396	721	495	10	111	148	127	515	445	93	145	4,786	4,391
Scope 2	tCO_2-e	23,128	2,936	15,734	5,289	9,503	18,080	1,066	3,249	2,517	2,008	89	10,424	11,047	29,793	960	485	2	2,365	138,675	135,426
Scope 3	**tCO_2-e**	**2,351**	**409**	**2,017**	**629**	**1,281**	**2,345**	**168**	**647**	**649**	**482**	**14**	**1,581**	**1,696**	**4,492**	**532**	**505**	**155**	**615,261**	**635,213**	**634,566**
Total Scope 1 & 2 & 3	**tCO_2-e**	**26,110**	**3,620**	**17,878**	**6,020**	**10,831**	**20,737**	**1,318**	**4,292**	**3,888**	**2,985**	**113**	**12,116**	**12,891**	**34,413**	**2,007**	**1,435**	**250**	**617,771**	**778,674**	**774,383**
Customer travel emissions	**tCO_2-e**	**192,591**	**129,831**	**16,700**	**32,827**	**5,983**	**72,470**	**169,869**	**242,342**	**237,720**	**233,828**	**490**	**11,645**	**7,525**	**21,638**	**23,846**	**60,546**	**15,332**	**NA**	**1,475,183**	**1,232,842**

Scope 1 (fuel) is primarily by operations and maintenance contractors on each asset. Transurban collects fuel data from its largest contractors that represent the majority of hours worked and fuel used on each asset, and extrapolates this data to account for any smaller or short term contractors where fuel data is unavailable. This is consistent with guidance for the National Greenhouse and Energy Reporting Act (NGER). FY20 figures are based on between 9-12 months of data available as at the time of reporting. Remaining data is extrapolated to provide FY20 full year total.

Energy consumption

TABLE 4 ENERGY CONSUMPTION TOTAL

		FY18*	FY19*	FY20*
Total energy consumption	**GJ**	**568,370**	**578,165**	**675,015**
Direct-fuel	**GJ**	**53,412**	**49,003**	**63,145**
Natural gas	GJ	871	938	1,046
Petrol	GJ	17,406	15,267	14,220
Diesel	GJ	34,972	32,787	47,817
LPG	GJ	163	10	62
Indirect-electricity	**GJ**	**514,958**	**529,162**	**611,870**
Grid electricity	GJ	502,766	515,828	594,241
GreenPower	GJ	11,747	12,887	17,125
Solar	GJ	445	447	504

* *Total excluding non-managed assets excluded from Transurban's group totals (see "Scope").*

FY19 figures have been updated from those provided in the FY19 Corporate Report to account for finalised data, resulting in a 1.8% difference in total energy to what was originally reported in FY19.

TABLE 5 ENERGY CONSUMPTION BY ASSET

FY20 ENERGY		CityLink	M2	LCT	ED	CCT	M4	M5 West	M7*	Gateway Motorway	Logan Motorway	Go Between Bridge	Clem 7	Legacy Way	Airportlink M7	495 Express Lanes	95 Express Lanes	A25	Offices	Total	Total*
Total energy consumption	**GJ**	**90,844**	**16,946**	**81,263**	**25,106**	**45,611**	**89,916**	**6,094**	**20,058**	**21,427**	**15,958**	**543**	**47,904**	**51,202**	**134,224**	**17,733**	**11,733**	**6,876**	**11,635**	**695,073**	**675,015**
Direct-fuel	**GJ**	**9,214**	**3,895**	**1,801**	**1,447**	**679**	**4,433**	**1,243**	**5,618**	**10,238**	**7,035**	**147**	**1,576**	**2,103**	**1,809**	**7,537**	**6,586**	**1,333**	**2,068**	**68,763**	**63,145**
Natural gas	GJ	989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	1,046	1,046
Petrol	GJ	301	34	16	16	0	45	966	161	136	160	1	28	38	32	5,508	6,586	300	52	14,380	14,220
Diesel	GJ	7,922	3,861	1,784	1,431	679	4,388	278	5,457	10,068	6,854	146	1,547	2,065	1,777	2,025	0	1,033	1,959	53,275	47,817
LPG	GJ	2	0	0	0	0	0	0	0	35	21	0	0	0	0	4	0	0	0	62	62
Indirect-electricity	**GJ**	**81,630**	**13,050**	**79,463**	**23,659**	**44,932**	**85,483**	**4,851**	**14,440**	**11,189**	**8,923**	**395**	**46,328**	**49,099**	**132,414**	**10,196**	**5,147**	**5,544**	**9,567**	**626,310**	**611,870**
Grid electricity	GJ	81,630	13,050	69,927	23,505	42,236	80,354	4,736	14,440	11,189	8,923	395	46,328	49,099	132,414	10,196	5,147	5,544	9,567	608,681	594,241
GreenPower	GJ	0	0	9,536	0	2,461	5,129	0	0	0	0	0	0	0	0	0	0	0	0	17,125	17,125
Solar	GJ	0	0	0	154	235	0	114	0	0	0	0	0	0	0	0	0	0	0	504	504

Fuel usage is primarily by operations and maintenance contractors on each asset. Transurban collects fuel data from its largest contractors and extrapolates this data to account for any smaller or short term contractors where fuel data collection is impractical. FY20 figures are based between 9-12 months of data at the time of reporting. Remaining data is extrapolated to provide FY20 full year total.

Air quality and emissions

Air pollutants are from customer vehicle exhaust that is extracted by tunnel ventilation systems in order to maintain safe air quality.

TABLE 6 AIR EMISSIONS BY ASSET

CityLink	UNIT	FY18	FY19	FY20	Annual regulatory limit
NOx (oxides of nitrogen)	tonnes	106	94	90	1,413
CO (carbon monoxide)	tonnes	136	123	110	5,273
PM_{10} (fine particles ≤10 microns)	tonnes	6	6	6	32
$PM_{2.5}$ (fine particles ≤2.5 microns)	tonnes	4	4	4	26
Lane Cove Tunnel	**UNIT**	**FY18**	**FY19**	**FY20**	**Annual regulatory limit**
NOx (oxides of nitrogen)	tonnes	50	44	37	229
CO (carbon monoxide)	tonnes	79	73	54	1,530
PM_{10} (fine particles ≤10 microns)	tonnes	2	2	1	14
VOC (volatile organic compounds)	tonnes	43	42	35	153
Cross City Tunnel	**UNIT**	**FY18**	**FY19**	**FY20**	**Annual regulatory limit**
NOx (oxides of nitrogen)	tonnes	11	10	9	123
CO (carbon monoxide)	tonnes	28	25	21	781
PM_{10} (fine particles ≤10 microns)	tonnes	0.4	0.4	0.4	7
VOC (volatile organic compounds)	tonnes	3	3	3	78

FY20 figures are based on data as at April 2020, extrapolated to full year estimates. With uncertainty of traffic trends due to COVD-19 travel restrictions, FY20 totals may vary from estimates and typical previous years.

Monitoring on each tunnel varies according to requirements set by government and regulators. Tunnels are monitored for air pollutant concentration in-tunnel, at ventilation outlets or at ambient locations to ensure that air quality is maintained within safe conditions defined by our operating licences. Tunnels reported above are those that also monitor total annual pollutant load (in tonnes) emitted from tunnel ventilation. This can be aggregated as a single annual figure, whereas concentration-based monitoring is an ongoing live measure. More detailed live air quality data on Transurban tunnels is available on the Linkt website. Tunnels not reported above include:

- WestConnex New M4 monitors air quality in-tunnel, at ventilation and in ambient external locations, but does not have a specific requirement to monitor annual total load.
- Transurban's Queensland tunnels (Clem7, Legacy Way, AirportLinkM7) monitor in-tunnel and ambient conditions but do not have ventilation totals that can be reported alongside figures above.
- Hills M2 and Eastern Distributor feature shorter enclosed sections that do not require the same extent of air quality management as longer tunnels. In-tunnel air quality is monitored against air quality goals but not required by regulations to be reported.

Water and groundwater

TABLE 7 WATER USE TOTAL

	UNIT	FY18*	FY19*	FY20*
Total water usage	**m³**	**259,951**	**261,093**	**240,038**
Potable water	m³	97,409	102,394	105,112
Recycled	m³	162,542	158,699	134,926

* *Total excluding non-managed assets excluded from Transurban's group totals (see "Scope").*

TABLE 8 WATER USE BY ASSET

FY20 WATER	UNIT	CityLink	M2	LCT	ED	CCT	M4	M5 West	M7*	Gateway Motorway	Logan Motorway	Go Between Bridge	Clem 7	Legacy Way	Airportlink M7	495 Express Lanes	95 Express Lanes	A25	Offices	Total	Total*
Water supply	**m³**	**184,593**	**569**	**339**	**881**	**1,356**	**932**	**2,459**	**2,843**	**54**	**1,329**	**0**	**15,980**	**4,464**	**24,273**	**132**	**268**	**41**	**2,368**	**242,880**	**240,038**
Potable water	m³	49,793	567	339	881	1,356	848	2,432	2,454	54	1,329	0	15,980	4,464	24,273	128	260	41	2,368	107,566	105,112
Recycled	m³	134,800	2	0	0	0	84	27	389	0	0	0	0	0	0	4	8	0	0	135,314	134,926
Groundwater processing																					
Inflow	m³	175,697	NA	32,640	NA	131,096	199,653	NA	0	NA	NA	NA	46,343	66,840	233,506	NA	NA	NA	NA	885,775	885,775
Aquifer recharge (inc. potable)	m³	180,117	NA	NA	NA	NA	NA	NA	0	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	180,117	180,117
Discharge	m³	44,422	NA	32,640	NA	131,096	199,653	NA	0	NA	NA	NA	46,343	66,840	233,506	NA	NA	NA	NA	754,500	754,500

Estimates are used for water usage on some assets based on historical figures and Transurban-wide averages. FY20 figures based on between 9-12 months of data at the time of reporting. Remaining data is extrapolated to provide FY20 full year total.

Groundwater inflows are natural drainage into road tunnels, not groundwater bore extraction. Most of this water is treated and discharged to drains and waterways. On CityLink, treated groundwater is reinjected into the aquifer to maintain appropriate aquifer and soil stability, a unique need on this asset. Additional potable water is also recharged into the aquifer as required. Potable water was previously required for this CityLink re-injection before Transurban developed groundwater treatment and recycling systems, saving significant quantities of potable water.

Waste and recycling

TABLE 9 WASTE DATA TOTAL

	UNIT	FY18*	FY19*	FY20*
Total waste by disposal method:	**tonnes**	**1,649**	**20,869**	**3,311**
Landfill	tonnes	1,390	1,550	1,867
Recycled	tonnes	260	19,319	1,443

* *Total excluding non-managed assets excluded from Transurban's group totals (see "Scope").*

Waste and recycling totals fluctuate significantly each year depending on maintenance cycles on individual assets. Some waste-generating activities only occur every few years or decade on each asset, such as road surface re-sheeting and asphalt recycling. FY19 figure includes almost 19,000 tonnes of asphalt recycling.

TABLE 10 WASTE DATA BY ASSET

FY20 WATER	UNIT	CityLink	M2	LCT	ED	CCT	M4	M5 West	M7*	Gateway Motorway	Logan Motorway	Go Between Bridge	Clem 7	Legacy Way	Airportlink M7	495 Express Lanes	95 Express Lanes	A25	Offices	Total	Total*
Total waste by disposal method:	**tonnes**	**389**	**142**	**111**	**104**	**249**	**398**	**125**	**239**	**224**	**149**	**0**	**126**	**136**	**146**	**398**	**398**	**130**	**86**	**3,550**	**3,311**
Landfill	tonnes	42	57	20	30	134	160	37	221	199	133	0	26	43	60	381	381	125	38	2,089	1,867
Recycled	tonnes	348	85	91	73	115	238	88	18	25	16	0	100	93	86	17	17	5	48	1,461	1,443

Waste sources on assets may include a wide variety of activities throughout the year from Transurban, operations and maintenance contractors, and subcontractors. In some cases full data from all sources is not available and is estimated or extrapolated. Waste totals fluctuate significantly each year depending on maintenance cycles on individual assets. Some waste-generating activities only occur every few years or decade, and this can lead to uneven trend in year-on-year waste totals.

FY20 figures based on between 9-12 months of waste data as at the time of reporting. Remaining data is extrapolated to provide FY20 full year total.

TABLE 11 CUSTOMER TAG WASTE MANAGEMENT

CUSTOMER TAG WASTE MANAGEMENT	FY18	FY19	FY20
Customer tags issued	813,291	715,523	676,420
Customer tags recycled	201,128	160,799	128,925

Customer tags that are returned by customers and found to not be working are returned to our supplier, where they are dismantled into their separate components for appropriate recycling or disposal. FY20 figure based on 11 months of data and one month extrapolated as at the time of report preparation.

Environment and community data methodology

Transurban GHG emissions

Transurban uses The Greenhouse Gas Protocol to define our Scope 1, Scope 2 and Scope 3 GHG emissions. Several sources provide GHG emissions factors and calculation methods:

- Scope 1 and 2 emissions are calculated based on the Australian National Greenhouse and Energy Reporting Act (NGER). US electricity emissions are calculated using factors from the Environmental Protection Agency's eGRID. Canadian electricity emissions are calculated using factors from the Canadian national greenhouse gas inventory.
- Scope 3 emissions from waste, fuel and electricity supply networks are calculated using the Australian Government National Greenhouse Accounts (NGA) Factors.
- Scope 3 emissions from business air travel are calculated using factors from UK DEFRA guidelines recommended by the GHG Protocol.
- Scope 3 emissions from Transurban's supply chain ("Purchased goods and services") are estimated based on procurement spend, and Environmentally Extended Input-Output (EEIO) GHG emissions factors per dollar spent on different supply chain sectors. This method is consistent with guidelines from the GHG Protocol.
- Scope 3 emissions from Transurban major projects ("Capital Goods") are estimated based on major project spending each year, and GHG inventories provided by major projects as part of the Infrastructure Sustainability (IS) Rating Tool. GHG emissions reported include fuel and electricity consumed during major project construction, as well as the embodied emissions of raw materials used (eg concrete, asphalt, steel etc.)

Customer travel emissions

GHG emissions from customer vehicles on our assets are calculated based on total distances travelled, vehicle type, average speed, and fuel-efficiency models from software program COPERT Australia.

Transurban's traffic and tolling systems record information such as vehicle class and entry and exit points of vehicles. Supplementary information on some assets includes vehicle origin-destination studies, independent trave- time studies, and assumptions based on the physical dimensions of assets. This data is used to calculate the total Vehicle Kilometres Travelled (VKT) on each asset. Vehicle type is identified from Transurban tolling data. Travel speeds are based on GPS data from external provider TomTom to determine average travel speeds on Transurban assets.

Transurban calculates resulting emissions using vehicle GHG emission factors that are sensitive to vehicle type, fuel and travel speed, sourced from software program COPERT Australia which is based on vehicle emissions testing research for a range of vehicle types and conditions. Vehicle fuel efficiency is based on assuming average vehicle types travelling on Transurban roads. Conservative emissions estimates are made by using fuel efficiency data for vehicle manufacturing standards that have been in place for over 10 years. Actual GHG emissions may vary due to actual vehicle type, age, driving style and other factors that are impractical to estimate.

When not available in actual data, some assumptions regarding vehicle and fuel type are estimated based on the Australian Bureau of Statistics (ABS) Motor Vehicle Census 2019.

At the time of report preparation, VKT data for the months of July 2019 to March 2020 was used as the basis for FY20 estimates. With significant disruption in normal traffic trends by COVD-19 travel restrictions, estimated VKT figures used for the months of April 2020 to June 2020 assume that travel restrictions and significantly reduced traffic continues in those months.

Environmental data estimates

Transurban provides detailed environmental data in its Corporate Report to accompany financial statements. Some environmental data requires a longer period to collect and verify than financial data and in order to align with financial reporting timelines, some estimations of incomplete data were required. This typically included using forecast environmental data estimates for the final 1-3 months of FY20.

Estimates were included in the scope of external assurance by KPMG of key metrics. It is not expected that these estimates will materially affect environmental data totals. Where estimation has been used, written commentary about Transurban. performance trends allows for the uncertainty in this estimation.

Environmental data will be fully available shortly after the publication of the Corporate Report. If figures vary materially from those published in the Corporate Report, or if corrections are required to ensure past year data remains consistent with future reporting scope, a revision and statement will be made in the following year's Report.

Community investment

Transurban's FY20 community investment of over $3.3M is reported within the main Corporate Report and also in our Sustainable Development Goals Progress Report. Community investment figures include cash sponsorships, grants, donations, student scholarships and work programs. Figures do not include spending on community-related conferences, memberships and other associations that overlap with other ordinary business activities. Figures do not include community facilities or outcomes provided as part of road construction projects. Figures represents cash investment only and do not include additional in-kind value contributed by Transurban through volunteering time, asset utilisation for community events, and community program overheads. All amounts are reported in Australian dollars unless otherwise stated. The community investment total reported for FY20 includes a portion of community spending that was forecast but not yet paid at the time of report drafting. This estimated portion was included in the scope of external assurance by KPMG.

General

Discrepancies in totals may be due to rounding.

Employee Data

TABLE 1 TOTAL NUMBER OF EMPLOYEES BY EMPLOYMENT CONTRACT AND GENDER

	FY18						FY19						FY20					
	Male		Female		Total		Male		Female		Total		Male		Female		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Casual	11	32.4%	23	67.6%	34	2.1%	16	47.1%	18	52.9%	34	2.2%	37	68.5%	17	31.5%	54	3.0%
Fixed full-time	36	45.6%	43	54.4%	79	4.8%	29	52.7%	26	47.3%	55	3.5%	27	56.3%	21	43.8%	48	2.7%
Fixed part-time	3	20.0%	12	80.0%	15	0.9%	0	0.0%	3	100.0%	3	0.2%	0	0.0%	4	100.0%	4	0.2%
Permanent full-time	743	62.1%	454	37.9%	1197	72.5%	796	63.9%	449	36.1%	1,245	79.5%	921	65.0%	497	35.0%	1,418	79.1%
Permanent part-time	9	7.4%	113	92.6%	122	7.4%	6	6.4%	88	93.6%	94	6.0%	9	9.8%	83	90.2%	92	5.1%
Supervised workers	130	63.4%	75	36.6%	205	12.4%	91	66.9%	45	33.1%	136	8.7%	110	62.1%	67	37.9%	177	9.9%
Grand Total	**932**	**56.4%**	**720**	**43.6%**	**1,652**	**100.0%**	**938**	**59.9%**	**629**	**40.1%**	**1,567**	**100.0%**	**1,104**	**61.6%**	**689**	**38.4%**	**1,793**	**100.0%**

Transurban's headcount definition includes direct Transurban employees (permanent full time/part time, fixed term full time/part time, casuals) & Temporary / Contract Workers (Supervised workers in this definition), but excludes non-executive directors & employees on parental leave, salary continuance & Statement of Work Contractors. Number of males, females per employment type is a % of the Grand Total.

TABLE 2 TOTAL NUMBER OF EMPLOYEES BY REGION AND GENDER

	FY18						FY19						FY20					
	Male		Female		Total		Male		Female		Total		Male		Female		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
VIC	499	57.0%	377	43.0%	876	53.0%	507	58.5%	359	41.5%	866	55.3%	514	57.7%	376	42.3%	890	49.6%
NSW	167	54.6%	139	45.4%	306	18.5%	162	64.3%	90	35.7%	252	16.1%	271	67.0%	134	33.0%	405	22.6%
QLD	157	52.3%	143	47.7%	300	18.2%	162	57.0%	122	43.0%	284	18.1%	173	62.5%	103	37.5%	276	15.4%
NA	109	64.1%	61	35.9%	170	10.3%	107	64.8%	58	35.2%	165	10.5%	146	65.8%	76	34.2%	222	12.4%
Total	**932**	**56.4%**	**720**	**43.6%**	**1,652**	**100.0%**	**938**	**59.9%**	**629**	**40.1%**	**1,567**	**100.0%**	**1,104**	**61.6%**	**689**	**38.4%**	**1,793**	**100.0%**

Figures are as at 30 June at the end of each financial year.

TABLE 3 TOTAL DIRECT EMPLOYEES BY EMPLOYEE CATEGORY AND GENDER

	FY18						FY19						FY20					
	Male		Female		Total		Male		Female		Total		Male		Female		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
CEO	1	100.0%	0	0.0%	1	0.1%	1	100.0%	0	0.0%	1	0.1%	1	100.0%	0	0.0%	1	0.1%
Executive Management (exc. CEO)	6	54.5%	5	45.5%	11	0.8%	6	50.0%	6	50.0%	12	0.8%	3	42.9%	4	57.1%	7	0.4%
Senior management / Specialist Leader	26	66.7%	13	33.3%	39	2.7%	27	64.3%	15	35.7%	42	2.9%	30	68.2%	14	31.8%	44	2.7%
Middle Management / Specialist Partner	102	67.5%	49	32.5%	151	10.4%	174	67.4%	84	32.6%	258	18.0%	210	67.7%	100	32.3%	310	19.2%
Manager / Specialist	52	62.7%	31	37.3%	83	5.7%	280	64.4%	155	35.6%	435	30.4%	334	65.6%	175	34.4%	509	31.5%
Professional / technical*	549	65.3%	292	34.7%	841	58.1%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Team leader / Advisor	17	54.8%	14	45.2%	31	2.1%	152	58.0%	110	42.0%	262	18.3%	176	60.7%	114	39.3%	290	17.9%
Customer service*	32	18.7%	139	81.3%	171	11.8%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA	NA	N/A	N/A
Entry Level / support	17	14.3%	102	85.7%	119	8.2%	207	49.2%	214	50.8%	421	29.4%	240	52.7%	215	47.3%	455	28.2%
TOTAL	**802**	**55.4%**	**645**	**44.6%**	**1,447**	**100.0%**	**847**	**59.2%**	**584**	**40.8%**	**1,431**	**100.0%**	**994**	**61.5%**	**622**	**38.5%**	**1,616**	**100.0%**

The Senior Executive count for FY18 excludes one female executive who was on parental leave, and returned to work in FY19.

Totals in this table excludes supervised workers.

** This category is no longer reported due to change in systems*

TABLE 4 PERCENTAGE OF TOTAL DIRECT EMPLOYEES BY EMPLOYEE CATEGORY AND AGE GROUP

	FY18				FY19				FY20			
	Under 30	30-50	Over 50	Total	Under 30	30-50	Over 50	Total	Under 30	30-50	Over 50	Total
CEO	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%
Executive Management (exc. CEO)	0.0%	0.5%	0.3%	0.8%	0.0%	0.5%	0.3%	0.8%	0.0%	0.3%	0.1%	0.4%
Senior management / Specialist Leader	0.0%	1.5%	1.1%	2.6%	0.0%	1.7%	1.3%	2.9%	0.0%	1.4%	1.2%	2.6%
Middle Management / Specialist Partner	0.0%	8.1%	2.3%	10.4%	0.1%	14.0%	4.0%	18.0%	0.2%	15.2%	3.8%	19.2%
Manager / Specialist	0.3%	4.6%	0.9%	5.7%	2.5%	24.8%	3.1%	30.4%	2.5%	25.7%	3.3%	31.5%
Professional / technical*	10.5%	39.7%	7.9%	58.1%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Team leader / Advisor	0.3%	1.5%	0.3%	2.1%	3.6%	12.5%	2.2%	18.3%	4.4%	11.5%	2.1%	18.0%
Customer service*	2.3%	6.0%	3.5%	11.8%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Entry Level / support	1.5%	5.3%	1.5%	8.2%	8.6%	15.5%	5.3%	29.4%	7.4%	15.1%	5.6%	28.2%
TOTAL	**14.8%**	**67.1%**	**18.1%**	**100.0%**	**14.8%**	**69.0%**	**16.2%**	**100.0%**	**14.6%**	**69.2%**	**16.2%**	**100.0%**

Totals in this table excludes supervised workers.

TABLE 5 COMPOSITION OF GOVERNANCE BODIES BY GENDER AND AGE GROUP

	FY18						FY19						FY20					
	Male		Female		Total		Male		Female		Total		Male		Female		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Under 30	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
30-50	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Over 50	7	70%	3	30%	10	100%	6	67%	3	33%	9	100%	6	67%	3	33%	9	100%
TOTAL	**7**	**70%**	**3**	**30%**	**10**	**100%**	**6**	**67%**	**3**	**33%**	**9**	**100%**	**6**	**67%**	**3**	**33%**	**9**	**100%**

Figures represent CEO and Transurban Board.

TABLE 6 TOTAL NUMBER AND RATE OF NEW EMPLOYEE HIRES BY AGE GROUP, GENDER AND REGION

		FY18						FY19						FY20					
		Male		Female		Total		Male		Female		Total		Male		Female		Total	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
VIC	Under 30	17	1.2%	34	2.4%	51	3.6%	30	2.0%	28	1.9%	58	3.9%	21	1.3%	23	1.5%	44	2.8%
	30-50	65	4.6%	52	3.7%	117	8.3%	71	4.8%	45	3.0%	116	7.9%	45	2.9%	50	3.2%	95	6.1%
	Over 50	6	0.4%	9	0.6%	15	1.1%	6	0.4%	4	0.3%	10	0.7%	7	0.4%	3	0.2%	10	0.6%
	TOTAL	**88**	**6.3%**	**95**	**6.8%**	**183**	**13.0%**	**107**	**7.2%**	**77**	**5.2%**	**184**	**12.5%**	**73**	**4.7%**	**76**	**4.9%**	**149**	**9.5%**
NSW	Under 30	4	0.3%	6	0.4%	10	0.7%	6	0.4%	6	0.4%	12	0.8%	16	1.0%	10	0.6%	26	1.7%
	30-50	27	1.9%	16	1.1%	43	3.1%	13	0.9%	9	0.6%	22	1.5%	53	3.4%	20	1.3%	73	4.7%
	Over 50	2	0.1%	2	0.1%	4	0.3%	5	0.3%	3	0.2%	8	0.5%	11	0.7%	5	0.3%	16	1.0%
	TOTAL	**33**	**2.3%**	**24**	**1.7%**	**57**	**4.1%**	**24**	**1.6%**	**18**	**1.2%**	**42**	**2.8%**	**80**	**5.1%**	**35**	**2.2%**	**115**	**7.4%**
QLD	Under 30	5	0.4%	8	0.6%	13	0.9%	6	0.4%	3	0.2%	9	0.6%	11	0.7%	1	0.1%	12	0.8%
	30-50	26	1.8%	21	1.5%	47	3.3%	24	1.6%	14	0.9%	38	2.6%	20	1.3%	8	0.5%	28	1.8%
	Over 50	7	0.5%	4	0.3%	11	0.8%	2	0.1%	3	0.2%	5	0.3%	4	0.3%	0	0.0%	4	0.3%
	TOTAL	**38**	**2.7%**	**33**	**2.3%**	**71**	**5.0%**	**32**	**2.2%**	**20**	**1.4%**	**52**	**3.5%**	**35**	**2.2%**	**9**	**0.6%**	**44**	**2.8%**
NA	Under 30	8	0.6%	8	0.6%	16	1.1%	8	0.5%	2	0.1%	10	0.7%	8	0.5%	6	0.4%	14	0.9%
	30-50	19	1.4%	13	0.9%	32	2.3%	9	0.6%	6	0.4%	15	1.0%	15	1.0%	3	0.2%	18	1.2%
	Over 50	4	0.3%	5	0.4%	9	0.6%	2	0.1%	1	0.1%	3	0.2%	6	0.4%	0	0.0%	6	0.4%
	TOTAL	**31**	**2.2%**	**26**	**1.8%**	**57**	**4.1%**	**19**	**1.3%**	**9**	**0.6%**	**28**	**1.9%**	**29**	**1.9%**	**9**	**0.6%**	**38**	**2.4%**
	GRAND TOTAL	**190**	**13.5%**	**178**	**12.7%**	**368**	**26.2%**	**182**	**12.3%**	**124**	**8.4%**	**306**	**20.7%**	**217**	**13.9%**	**129**	**8.2%**	**346**	**22.1%**

TABLE 7 TOTAL NUMBER AND RATE OF EMPLOYEE TURNOVER BY AGE GROUP, GENDER AND REGION

		FY18						FY19						FY20					
		Male		Female		Total		Male		Female		Total		Male		Female		Total	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
VIC	Under 30	5	0.4%	5	0.4%	10	0.8%	2	0.1%	8	0.6%	10	0.7%	3	0.2%	5	0.3%	8	0.5%
	30-50	27	2.1%	34	2.6%	61	4.7%	47	3.4%	33	2.4%	80	5.9%	35	2.4%	36	2.5%	71	4.8%
	Over 50	11	0.9%	3	0.2%	14	1.1%	7	0.5%	10	0.7%	17	1.2%	5	0.3%	7	0.5%	12	0.8%
	TOTAL	**43**	**3.3%**	**42**	**3.2%**	**85**	**6.6%**	**56**	**4.1%**	**51**	**3.7%**	**107**	**7.8%**	**43**	**2.9%**	**48**	**3.3%**	**91**	**6.2%**
NSW	Under 30	2	0.2%	5	0.4%	7	0.5%	3	0.2%	6	0.4%	9	0.7%	2	0.1%	5	0.3%	7	0.5%
	30-50	7	0.5%	17	1.3%	24	1.9%	14	1.0%	33	2.4%	47	3.4%	19	1.3%	13	0.9%	32	2.2%
	Over 50	3	0.2%	3	0.2%	6	0.5%	5	0.4%	26	1.9%	31	2.3%	5	0.3%	4	0.3%	9	0.6%
	TOTAL	**12**	**0.9%**	**25**	**1.9%**	**37**	**2.9%**	**22**	**1.6%**	**65**	**4.8%**	**87**	**6.4%**	**26**	**1.8%**	**22**	**1.5%**	**48**	**3.3%**
QLD	Under 30	2	0.2%	1	0.1%	3	0.2%	1	0.1%	5	0.4%	6	0.4%	3	0.2%	1	0.1%	4	0.3%
	30-50	15	1.2%	19	1.5%	34	2.6%	16	1.2%	20	1.5%	36	2.6%	10	0.7%	14	1.0%	24	1.6%
	Over 50	4	0.3%	1	0.1%	5	0.4%	5	0.4%	13	1.0%	18	1.3%	8	0.5%	0	0.0%	8	0.5%
	TOTAL	**21**	**1.6%**	**21**	**1.6%**	**42**	**3.2%**	**22**	**1.6%**	**38**	**2.8%**	**60**	**4.4%**	**21**	**1.4%**	**15**	**1.0%**	**36**	**2.5%**
NA	Under 30	2	0.2%	3	0.2%	5	0.4%	3	0.2%	2	0.1%	5	0.4%	3	0.2%	0	0.0%	3	0.2%
	30-50	6	0.5%	5	0.4%	11	0.9%	15	1.1%	9	0.7%	24	1.8%	9	0.6%	4	0.3%	13	0.9%
	Over 50	3	0.2%	0	0.0%	3	0.2%	4	0.3%	3	0.2%	7	0.5%	2	0.1%	2	0.1%	4	0.3%
	TOTAL	**11**	**0.9%**	**8**	**0.6%**	**19**	**1.5%**	**22**	**1.6%**	**14**	**1.0%**	**36**	**2.6%**	**14**	**1.0%**	**6**	**0.4%**	**20**	**1.4%**
	GRAND TOTAL	**87**	**6.7%**	**96**	**7.4%**	**183**	**14.1%**	**122**	**8.9%**	**168**	**12.3%**	**290**	**21.2%**	**104**	**7.1%**	**91**	**6.2%**	**195**	**13.3%**

New employee hire percentage is based on the Average Employee Headcount during the corresponding period. (includes permanent, fixed term, casual, parental leave, salary continuance). New Transurban employees only including casuals, permanent, fixed term. Excludes any individual/independent/MSA contractors.
Involuntary and Voluntary turnover included for permanent employees only, percentage based on the Average Permanent Employee Headcount.

TABLE 8 EMPLOYEE HEADCOUNT

	FY18	FY19	FY20
Average Employee Headcount	1,407	1,478	1,564
Average Permanent Employee Headcount	1,294	1,367	1,465

TABLE 9 RETURN TO WORK AND RETENTION RATES AFTER PARENTAL LEAVE BY GENDER

	FY18		FY19		FY20	
	Male	Female	Male	Female	Male	Female
Number of employees entitled to parental leave	615	503	695	492	794	453
Number of employees that took parental leave	34	29	48	52	49	43
Number of employees who returned to work after parental leave	34	23	47	49	49	39
Number of employees who returned to work after parental leave and were still employed 12 months after their return to work	27	23	32	19	46	41
Return to work rate	100%	79%	98%	94%	100%	93%
Retention rate	100%	82%	94%	83%	98%	84%

TABLE 10 AVERAGE HOURS OF TRAINING BY EMPLOYEE CATEGORY AND GENDER

	FY18			FY19			FY20		
	Male	Female	Average	Male	Female	Average	Male	Female	Average
CEO	26	N/A	26	43	N/A	43	26	0	26
Executive Management (exc. CEO)	28	25	26	40	43	41	23	22	23
Senior management / Specialist Leader	24	20	22	34	29	32	10	11	10
Middle Management / Specialist Partner	15	16	15	6	11	8	6	9	7
Manager / Specialist	15	18	16	7	8	7	5	6	5
Professional / technical*	8	10	9	N/A	N/A	N/A	N/A	N/A	N/A
Team leader / Advisor	28	40	34	7	9	8	6	5	6
Customer service*	10	11	11	N/A	N/A	N/A	N/A	N/A	N/A
Entry Level / support	8	11	11	7	6	6	7	7	7

All training hours exclude any independent/individual/MSA contractors and casuals as not all are required to complete training.

TABLE 11 RATIO OF THE BASIC SALARY OF WOMEN TO MEN FOR EACH EMPLOYEE CATEGORY, BY SIGNIFICANT LOCATIONS OF OPERATION

	FY18				FY19				FY20			
	VIC	NSW	QLD	NA	VIC	NSW	QLD	NA	VIC	NSW	QLD	NA
CEO	0:100	0:0	0:0	0:0	0:100	0:0	0:0	0:0	0:100	0:0	0:0	0:0
Executive Management (exc. CEO)	45:55	44:56	100:0	100:0	44:56	45:55	100:0	100:0	43:57	45:55	100:0	100:0
Senior management / Specialist Leader	48:52	52:48	0:100	44:56	47:53	46:54	0:100	42:58	47:53	40:60	0:100	41:59
Middle Management / Specialist Partner	50:50	44:56	48:52	51:49	49:51	45:55	48:52	51:49	49:51	49:51	47:53	48:52
Manager / Specialist	50:50	47:53	49:51	48:52	49:51	48:52	46:54	48:52	48:52	47:53	47:53	48:52
Professional / technical*	49:51	52:48	56:49	44:56	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Team leader / Advisor	45:55	46:54	49:51	0:0	49:51	45:55	47:53	46:54	48:52	46:54	48:52	47:53
Customer service*	50:50	49:51	49:51	100:0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Entry Level / support	52:48	52:48	52:48	46:54	47:53	40:60	43:57	52:48	48:52	42:58	44:56	51:49

TABLE 12 RATIO OF THE REMUNERATION OF WOMEN TO MEN FOR EACH EMPLOYEE CATEGORY, BY SIGNIFICANT LOCATIONS OF OPERATION

	FY18				FY19				FY20			
	VIC	NSW	QLD	NA	VIC	NSW	QLD	NA	VIC	NSW	QLD	NA
CEO	0:100	0:0	0:0	0:0	0:100	0:0	0:0	0:0	0:100	0:0	0:0	0:0
Executive Management (exc. CEO)	42:58	45:55	100:0	100:0	44:56	46:54	100:0	100:0	43:57	45:55	100:0	100:0
Senior management / Specialist Leader	47:53	55:45	0:100	46:54	46:54	46:54	0:100	42:58	46:54	36:64	0:100	43:57
Middle Management / Specialist Partner	50:50	43:57	48:52	51:49	49:51	44:56	47:53	53:47	49:51	48:52	46:54	48:52
Manager / Specialist	50:50	47:53	48:52	48:52	49:51	48:52	46:54	48:52	48:52	47:53	47:53	48:52
Professional / technical*	48:52	52:48	48:52	44:56	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Team leader / Advisor	45:55	45:55	50:50	0:0	49:51	45:55	46:54	46:54	47:53	45:55	47:53	47:53
Customer service*	50:50	50:50	51:49	100:0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Entry Level / support	52:48	54:46	52:48	47:53	47:53	40:60	42:58	53:47	47:53	42:58	42:58	52:48

The calculation for remuneration follows WGEA reporting methodology. Exchange Rates used for basic salary and remuneration comparisons across USA and Australia:

- FY18: Where dollar figures are supplied, USD has been converted to AUD using the exchange rate at 30 June 2018 (1 USD: 1.352 AUD)
- FY19: Where dollar figures are supplied, USD has been converted to AUD using the exchange rate at 30 June 2019 (1 USD: 1.426 AUD)
- FY20: Where dollar figures are supplied, USD has been converted to AUD using the exchange rate at 30 June 2020 (1 USD: 1.457 AUD)

TABLE 13 OCCUPATIONAL HEALTH AND SAFETY

UNPLANNED ABSENTEEISM	FY18		FY19		FY20	
Absentee Rate	**Male**	**Female**	**Male**	**Female**	**Male**	**Female**
VIC	1.4%	2.2%	1.7%	2.0%	1.5%	1.9%
NSW	1.5%	2.8%	1.5%	2.7%	1.5%	1.7%
QLD	2.4%	2.9%	2.4%	2.4%	2.6%	2.9%
NA	1.5%	1.8%	0.9%	1.2%	1.0%	1.6%

Based on unplanned hours/hours worked or scheduled to work. Excludes casual hours from 'total scheduled' hours as they are not entitled to personal leave. Unplanned absenteeism includes sick leave (paid and unpaid), carer's leave (paid and unpaid) and bereavement/compassionate leave.

TABLE 14 PERCENTAGE OF EMPLOYEES COVERED BY COLLECTIVE BARGAINING AGREEMENTS

	FY18	FY19	FY20
Percentage of employees covered by collective bargaining agreements	14.20%	9.28%	7.45%

Coverage of Transurban's defined benefit plan obligations

FY20: Superannuation liabilities are met by the Group's general resources. The total payment for Australian employees was approximately AUD$18.0 M and payment to USA employees participating was AUD$1.2 M for FY20.
Transurban contributed the statutory minimum of 9.5% for Australian employees and 4% for USA employees. Maximum contributions apply. 100% of employees participate in the mandatory Australian plans. Approximately 85% of the USA employees participate in the voluntary 401(k) retirement and profit sharing plan. The employer provided profit sharing contribution is discretionary and has historically paid 4% of its employee's eligible base earnings on an annual basis.

Benefits provided to full-time employees and not temporary or part-time employees

Performance Incentive – permanent full time and part time employees (with at least six months service), fixed term employees only as specified in contract or tenure of 24 months and greater.
Public transport offer – permanent full time and part time employees only who have completed their probation period (Victoria only)
Group Life Insurance – All employees of Transurban Limited under the age of 65 are eligible for cover. This includes a person who works full time or part time provided the person works at least 15 hours per week. This does not include persons employed on a casual basis.
Group Salary Continuance – Cover is compulsory upon employment with Transurban and available only while employed by Transurban on a permanent basis for at least 15 hours per week. Employees must be in active employment on the commencement date to be entitled to cover up to the Automatic Acceptance Level (AAL). If employees are not in active employment, then limited cover applies.
ShareLink employee share purchase plan – Australian permanent full time or part time employees who have completed probation by the end of offer period. Employees on parental leave or salary continuance less than 12 months are eligible.

Seniority level definitions

CEO: Chief Executive Officer
Senior Executive: Direct reports to the CEO.
Senior Management / Specialist Leader: General Manager or equivalent. Typically manage a business unit or major project. In conjunction with Senior Executives, they either set or heavily contribute to the strategic directions/goals of the Group.
Middle Manager / Specialist Partner: Typically report to a Senior Executive or a Senior Manager with employees reporting into them. Typically manage a business unit and are responsible for setting policies and procedures for their area.
Manager / Specialist: Typically report to a Middle Manager and manage a functional area within a business unit, with employees reporting into them. Responsible for the operational results for their area.
Professional/Technical*: Employees apply technical and/or professional knowledge to their role and may have specialty degree/training. They may or may not have staff reporting to them e.g. Engineer.
Team Leader / Advisor: Manage a functional team. Responsible for managing targets, budgets, service levels for teams.
Customer Service*: Employees are typically operationally based e.g. Customer Service Officer.
Entry Level / Support: Employees are typically in administration, coordination and business support roles.

* *Employee categories "Professional/Technical" and "Customer Service" are no longer used as at FY19 due to change in systems for employee categorisation.*

GLOBAL REPORTING INITIATIVE (GRI) ANNOTATED INDEX

Transurban reports non-financial data with reference to the Global Reporting Initiative (GRI) Standards. The table below shows where content for each GRI indicator can be found within Transurban's reporting suite or provides additional information. Where a metric is not applicable or not available we have provided related commentary on the topic.

GRI	DISCLOSURE	*LOCATION* OR RESPONSE
General Disclosures		
102-1	Name of the organisation	Transurban Group
102-2	Activities, brands, products, and services	***FY20 Corporate Report/About Transurban***
102-3	Location of headquarters	Tower Five, Collins Square, 727 Collins Street, Docklands, Victoria, Australia
102-4	Location of operations	***FY20 Corporate Report/About Transurban***
102-5	Ownership and legal form	***FY20 Corporate Governance Statement***
102-6	Markets served	***FY20 Corporate Report/About Transurban***
102-7	Scale of the organisation	***FY20 Corporate Report/About Transurban*** ***FY20 Corporate Report/Business performance, Financial statements***
102-8	Information on employees and other workers	***FY20 Corporate Report/Business performance/ Our people*** ***FY20 Sustainability Supplement/Sustainability Performance Data/Employee data***
102-9	Supply chain	***FY20 Corporate Report/ Business performance/Business partners and suppliers***
102-10	Significant changes to the organisation and its supply chain	***FY20 Corporate Report/About Transurban*** ***FY20 Corporate Report/Letter from the Chair and CEO*** ***FY20 Corporate Report/Business performance/Business partners and suppliers*** ***FY20 Results Presentation***
102-11	Precautionary Principle or approach	The Precautionary Principle relates to appropriate risk management for uncertain, complex and large-scale risks such as climate change or the recent COVID-19 pandemic. Transurban's overall approach to risk is outlined in our Risk Management Policy. Examples of our approach to complex and large-scale risks can be found in: • FY20 Corporate Report/ Business performance/ COVID-19 • Climate Change Disclosures of this Sustainability Supplement • Material risk disclosure in our Corporate Governance Statement

102-12	External initiatives	Transurban endorses a number of economic, environmental and social charters, principles or other initiatives including: • United Nations Global Compact • United Nations' Sustainable Development Goals • Infrastructure Sustainability ratings for major projects (Australia) • Envision sustainability ratings for major projects (North America) • ISO 20400 – Sustainable procurement (guidance) • ASX Council's Corporate Governance Principles (4th Edition) • Science Based Targets initiative
102-13	Membership of associations	Key Australian memberships include: • Committee for Economic Development of Australia • Infrastructure Partnerships Australia • Business Council of Australia • Infrastructure Sustainability Council of Australia (ISCA) • Australasian College of Road Safety • Roads Australia • Electric Vehicle Council • Business Renewables Centre Australia • Intelligent Transport Systems Australia • Signatory member of UN Global Compact/Global Compact Network Australia • ISCA Modern Slavery Coalition pilot (road construction sector) • National Road Safety Partnership Program • Thriving Communities Partnership • Social Traders Key North American memberships include: • The Association for the Improvement of American Infrastructure • American Highway Users Alliance • American Road and Transportation Builders Association • International Bridge, Tunnel and Turnpike Association • Intelligent Transportation Society of Virginia • Northern Virginia Transportation Alliance
102-14	Statement from senior decision-maker	***FY20 Corporate Report/Chair and CEO letter***
102-15	Key impacts, risks, and opportunities	***FY20 Corporate Report/Business strategy*** ***FY20 Corporate Report/Global Trends influencing our strategy*** ***FY20 Corporate Report/Governance and risk*** ***Material risk disclosure in our Corporate Governance Statement***
102-16	Values, principles, standards, and norms of behaviour	***FY20 Corporate Governance Statement*** ***Code of Conduct and Ethical Business Practices Policy***

GRI	DISCLOSURE	*LOCATION* OR RESPONSE
102-17	Mechanisms for advice and concerns about ethics	***FY20 Corporate Governance Statement*** ***Whistleblower Policy***
102-18	Governance structure	***FY20 Corporate Governance Statement***
102-19	Delegating authority	***FY20 Corporate Governance Statement***
102-20	Executive-level responsibility for economic, environmental, and social topics	***FY20 Corporate Report/ Executive Committe***
102-21	Consulting stakeholders on economic, environmental, and social topics	***FY20 Corporate Report/Business Strategy/Working with our stakeholders***
102-22	Composition of the highest governance body and its committees	***FY20 Corporate Governance Statement***
102-23	Chair of the highest governance body	***FY20 Corporate Governance Statement***
102-24	Nominating and selecting the highest governance body	***FY20 Corporate Governance Statement***
102-25	Conflicts of interest	***FY20 Corporate Governance Statement***
102-26	Role of highest governance body in setting purpose, values, and strategy	***FY20 Corporate Governance Statement*** ***FY20 Corporate Report/Governance and Risk***
102-27	Collective knowledge of highest governance body (of economic, environmental and social topics)	***FY20 Corporate Governance Statement*** ***FY20 Corporate Report/Governance and Risk***
102-28	Evaluating the highest governance body's performance	***FY20 Corporate Governance Statement***
102-29	Identifying and managing economic, environmental, and social impacts	***FY20 Corporate Governance Statement*** ***FY20 Corporate Report/Governance and Risk***
102-30	Effectiveness of risk management processes	***FY20 Corporate Governance Statement*** ***FY20 Corporate Report/Governance and Risk***
102-31	Review of economic, environmental, and social topics	***FY20 Corporate Governance Statement*** ***FY20 Corporate Report/Governance and Risk***
102-32	Highest governance body's role in sustainability reporting	***The FY20 Corporate Report is reviewed and endorsed by Transurban's Board***
102-33	Communicating critical concerns	***FY20 Corporate Governance Statement*** ***Whistleblower Policy and Whistleblower Service***
102-34	Nature and total number of critical concerns	***The FY20 Corporate Governance Statement "Material risk disclosure"*** ***Outlines a set of the top ten key material risks and concerns that were monitored by the Board and communicated on an ongoing basis in FY20.***
102-35	Remuneration policies	***FY20 Remuneration Report***
102-36	Process for determining remuneration	***FY20 Remuneration Report***
102-37	Stakeholders' involvement in remuneration	***FY20 Remuneration Report***
102-38	Annual total compensation ratio	CEO compensation: 7,981,000 Median employee compensation: $143,688 Compensation ratio: 56
102-39	Percentage increase in annual total compensation ratio	FY19 ratio of 57.1, FY20 ratio of 55.5, a decrease of 3%
102-40	List of stakeholder groups	***FY20 Corporate Report/Business Strategy/Working with our stakeholders***

GRI	DISCLOSURE	*LOCATION* OR RESPONSE
102-41	Collective bargaining agreements	***FY20 Sustainability Supplement/Sustainability Performance Data/Employee data***
102-42	Identifying and selecting stakeholders	***FY20 Corporate Report/Business Strategy/Working with our stakeholders***
102-43	Approach to stakeholder engagement	***FY20 Corporate Report/Business Strategy/Working with our stakeholders***
102-44	Key topics and concerns raised	***FY20 Corporate Report/Business Strategy/Working with our stakeholders***
102-45	Entities included in the consolidated financial statements	***FY20 Financial Statements***
102-46	Defining report content and topic Boundaries	***FY20 Corporate Report/About this report/Scope and content*** ***FY20 Sustainability Supplement/Introduction/Material issues***
102-47	List of material topics	***FY20 Sustainability Supplement/Introduction/Material issues***
102-48	Restatements of information	***FY20 Sustainability Supplement/Sustainability Performance Data/Data methodology***
102-49	Changes in reporting	***FY20 Sustainability Supplement/Introduction/Material issues***
102-50	Reporting period	***FY20 with a financial year end 30 June***
102-51	Date of most recent report	The FY19 Corporate Report was released on 7 August 2019 The FY20 Corporate Report was released on 12 August 2020
102-52	Reporting cycle	Transurban reports annually with a financial year ending 30 June
102-53	Contact point for questions regarding the report	Corporate@transurban.com ***FY20 Corporate Report/Inside back cover***
102-54	Claims of reporting in accordance with the GRI Standards	***FY20 Corporate Report/About this report***
102-55	GRI content index	This table
102-56	External assurance	***FY20 Sustainability Supplement/Sustainability Performance Data/Assurance statement***
Management Approach		
103-1	Explanation of the material topic and its Boundary	***FY20 Sustainability Supplement/Introduction/Material issues*** ***FY20 Corporate Report/Business performance (refer to individual stakeholder sections for material issues relevant to each)***
103-2	The management approach and its components	***FY20 Corporate Report/Business performance (refer to individual stakeholder sections for material issues relevant to each)***
103-3	Evaluation of the management approach	***FY20 Corporate Report/Business performance (refer to individual stakeholder sections for material issues relevant to each)***
Economic Performance		
201-1	Direct economic value generated and distributed	***FY20 Results Presentation*** ***FY20 Corporate Report/Business performance/Community***
201-2	Financial implications and other risks and opportunities due to climate change	***FY20 Sustainability Supplement/Climate Change Disclosures***
201-3	Defined benefit plan obligations and other retirement plans	***FY20 Sustainability Supplement/Sustainability Performance Data/Employee data***
201-4	Financial assistance received from government	No financial assistance is sought or received from government. Transurban builds and manages infrastructure in many cases with upfront government co-investment, but this is a business relationship and is reflected in the contractual terms of the tolling concession granted to Transurban. No financial assistance has been sought or received by Transurban in FY20 relating to COVID-19 impacts on our business.

GRI	DISCLOSURE	*LOCATION* OR RESPONSE
Market Presence		
202-1	Ratios of standard entry level wage by gender compared to local minimum wage	***Refer to FY20 Sustainability Supplement/Sustainability Performance Data/Employee data, for average entry level remuneration gender equity ratio.***
Indirect Economic Impacts		
203-1	Infrastructure investments and services supported	***FY20 Corporate Report/About Transurban*** ***FY20 Corporate Report/Business Strategy***
203-2	Significant indirect economic impacts	***FY20 Corporate Report/Business performance/Government and Industry*** ***FY20 Corporate Report/Business performance/Business partners and suppliers*** ***FY20 Corporate Report/Business performance/Customers***
Procurement Practices		
204-1	Proportion of spending on local suppliers	Transurban operates in urban centres of Australia (Melbourne, Sydney, Brisbane), the United States (Virginia) and Canada (Montreal). The vast majority of Transurban's supply chain spend is on suppliers and activities that are physically, locally based around our road networks, projects and offices in each respective city. Some spending relates to group-wide services or technology services that are shared across regions.
Anti-corruption		
205-1	Operations assessed for risks related to corruption	All of Transurban's business is subject to anti-corruption policies and controls, and risk assessments on an ongoing basis.
205-2	Communication and training about anti-corruption policies and procedures	Training on anti-corruption policies and procedures are undertaken annually across the organisation and employee opinions about the effectiveness of controls are assessed via the 'Our Voice' survey. Training is supported by internal communication.
205-3	Confirmed incidents of corruption and actions taken	None in FY20.
Anti-competitive Behaviour		
206-1	Legal actions for anti-competitive behaviour, anti-trust, and monopoly practices	None in FY20.
Materials		
301-1	Materials used by weight or volume	Transurban is developing a Low Carbon and Circular Materials Strategy that will improve our measurement of materials and waste, and set group-wide targets. We currently monitor materials quantities on major projects on an individual basis, and are developing group-wide materials quantities totals. ***Refer to FY20 Corporate Report/Business performance/Business partners and suppliers, for case studies on materials quantities used in construction projects, including materials and embodied missions reductions achieved.***
301-2	Recycled input materials used	***Refer to FY20 Corporate Report/Business performance/Business partners and suppliers, for case studies of recycled input materials including the use of reclaimed tyres on road surfaces.***
301-3	Reclaimed products and their packaging materials	Transurban's only physical product is tolling tags which are provided to customers to enable toll road travel. Functioning tags that are returned by customers may be reused. Tags that no longer work are returned to our supplier where they are dismantled into their separate components for appropriate recycling or disposal. ***Refer to FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data, for data on customer tag collection and reuse/recycling.***
Energy		
302-1	Energy consumption within the organisation	***FY20 Corporate Report/Business performance/Community*** ***FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data***

GRI	DISCLOSURE	*LOCATION* OR RESPONSE
302-2	Energy consumption outside of the organisation	Transurban reports on its supply chain outside of the organisation on the basis of Scope 3 emissions (see GRI305-3), but currently does not convert this into an energy basis.
302-3	Energy intensity	***FY20 SDG Progress Report/SDG 7.3.1 Energy intensity***
302-4	Reduction of energy consumption	***FY20 Corporate Report/Business performance/Community*** ***FY20 SDG Progress Report/SDG 7.3.1 Energy intensity***
302-5	Reductions in energy requirements of products and services	By providing customers with safer, faster and more free-flowing travel choices on our road networks, we estimate that, on average, our customers save 30% of their fuel usage driving on a Transurban toll road compared to the next best available alternative route. ***Refer to FY20 Corporate Report/ Business performance/ Community for details on customer vehicle time and emissions savings.***
Water and Effluents		
303-1	Interactions with water as a shared resource	Transurban's water use and impacts include: • The use of potable or recycled water for our operations including offices, road cleaning and maintenance, fire control systems, and irrigation • Management of stormwater and groundwater flows on our assets, including treatment and discharge • Potential impacts of our assets and projects on adjacent waterways that may arise from construction, run-off or other activities
303-2	Management of water discharge-related impacts	The majority of Transurban's water discharge impacts relate to stormwater from road drainage, and groundwater management in tunnels. Stormwater is drained to control ponds and detention basins allow us to capture, treat for impurities in road run-off, and discharge appropriately. Groundwater naturally flows into underground tunnels that are below the level of groundwater aquifers. This water is treated to an appropriate level before discharge to drains and waterways. On CityLink, treated groundwater is reinjected into the aquifer, a unique need on this asset.
303-3	Water withdrawal	***FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data***
303-4	Water discharge	***FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data***
303-5	Water consumption	***FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data***
Biodiversity		
304-1	Operational sites owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas	Sections of the following motorways are located adjacent to areas of high biodiversity value (National Parks or nature reserves): • Hills M2 (Sydney – Lane Cove National Park) • Gateway Motorway (Brisbane – Karawatha Forest, Nudgee Waterhole Reserve, Belmont Hills Reserve, Stretton Wetland) • Legacy Way (Brisbane - Mount Coot-Tha Forest/D'Aguilar National Park Reserve) • Logan Motorway (Brisbane - Glider Forest Conservation Area, Sergeant Dan Stiller Memorial Reserve) • A25 (Montreal – Rivière des Prairies sturgeon habitat)

GRI	DISCLOSURE	*LOCATION* OR RESPONSE
304-2	Significant impacts of activities, products, and services on biodiversity	In some areas, motorways pass through areas of fragmented natural habitat and have impacts on wildlife movement. This also leads to the potential for animals crossing motorways. In FY20 Transurban completed a "fauna strike" assessment on its Queensland network to identify locations of fauna injuries and fatalities, and improve motorway fencing and fauna crossing availability to channel animals to safe crossing locations.
304-3	Habitats protected or restored	Ongoing habitat restoration projects included partnering with Landcare Australia on the Power St Loop in Melbourne and M2 Motorscapes in Sydney. New projects in FY20 included completion of a "fauna bridge" and other improvements in wildlife connectivity as part of the Logan Enhancement Project in Brisbane.
304-4	IUCN Red List species and national conservation list species with habitats in areas affected by operations	Transurban's A25 bridge in Montreal spans a river inhabited by sturgeon, which are present on the IUCN Red List with some species listed as endangered. While our asset has minimal impact on the waterway, one measure to reduce impact has been the use of natural beet juice as an alternative to salt as an anti-icing agent on the A25 bridge, to reduce potential run-off impacts. Along with the environmental benefits, beet juice is more efficient and longer lasting.
Emissions		
305-1	Direct (Scope 1) GHG emissions	***FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data*** ***FY20 Corporate Report/ Business performance/Community***
305-2	Energy indirect (Scope 2) GHG emissions	***FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data*** ***FY20 Corporate Report/ Business performance/Community***
305-3	Other indirect (Scope 3) GHG emissions	***FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data*** ***FY20 Corporate Report/Business performance/Community***
305-4	GHG emissions intensity	***FY20 SDG Progress Report/SDG 9.4.1 CO2 emission per unit of value added***
305-5	Reduction of GHG emissions	***FY20 Corporate Report/Business performance/Community***
305-6	Emissions of ozone-depleting substances (ODS)	Not applicable, Transurban does not produce emissions of ozone-depleting substances.
305-7	Nitrogen oxides (NOX), sulphur oxides (SOX), and other significant air emissions	***FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data***
Effluents and Waste		
306-2	Waste by type and disposal method	***FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data***
306-3	Significant spills	No significant spills in FY20
306-4	Transport of hazardous waste	Hazardous waste on our operational assets may include chemicals and solvents, old lighting fixtures, drain trap sludge and liquid waste. Waste is handled in accordance with laws and regulations in each region. Where required, hazardous waste transportation procedures are managed by specialist waste contractors. Hazardous waste on major construction projects is managed by the construction contractor. Transurban currently does not have an aggregated group-wide total for corporate reporting on hazardous waste quantities.

GRI	DISCLOSURE	*LOCATION* OR RESPONSE
Environmental Compliance		
307-1	Non-compliance with environmental laws and regulations	No significant non-compliance, fines or non-monetary sanctions in FY20. Many of Transurban's asset operating requirements have environmental regulations with performance targets, where Transurban must notify regulators of any incidents or exceedances, but no regulatory action is taken if Transurban reports and responds to the issue and there is no significant impact.
Supplier Environmental Assessment		
308-1	New suppliers that were screened using environmental criteria	All suppliers are subject to Transurban's Supplier Sustainability Code of Practice which includes environmental criteria. Suppliers applying for tenders managed by our sourcing team are required to complete 'returnable schedules' which include questions regarding environmental performance of their goods and services.
308-2	Negative environmental impacts in the supply chain and actions taken	Refer to FY20 Corporate Report/Business performance/Business partners and suppliers, for details of impact assessment and reduction in our supply chain.
Employment		
401-1	New employee hires and employee turnover	***FY20 Sustainability Supplement/Sustainability Performance Data/Employee data***
401-2	Benefits provided to full-time employees that are not provided to temporary or part-time employees	***FY20 Sustainability Supplement/Sustainability Performance Data/Employee data***
401-3	Parental leave	***Refer to FY20 Sustainability Supplement/Sustainability Performance Data/Employee data, for leave and return to work statistics.*** Employees taking Primary Carer Leave are entitled to 16 weeks of paid leave and up to 36 weeks of unpaid leave. In FY20, Transurban increased its Secondary Carer Leave to four weeks of paid leave and a further one week unpaid leave.
Labour/Management Relations		
402-1	Minimum notice periods regarding operational changes	As per enterprise agreements and standard practice, we notify employees as soon as practicable after a decision is made which impacts working arrangements or employment, allowing a period for consultation with employees who may be adversely affected. The notice period varies depending on the nature of the change, but generally provides a minimum consultation period of one week.
Occupational Health and Safety		
403-1	Occupational health and safety management system	***FY20 Corporate Report/Business performance/Our people*** Transurban's HSE Policy is available on the Corporate Governance page of our website.
403-2	Hazard identification, risk assessment, and incident investigation	***FY20 Corporate Report/Business performance/Our people*** Transurban has an enterprise risk management framework, standards, procedures and systems to systematically conduct risk assessments, identify hazards and conduct incident investigations.
403-3	Occupational health services	***FY20 Corporate Report/Business performance/Our people*** Transurban promotes and supports worker health through our Belonging and Wellbeing program which focuses on four pillars: Mind, Body, Connected and Recognition in and outside of the workplace.
403-4	Worker participation, consultation, and communication on occupational health and safety	***FY20 Corporate Report/Business performance/Our people*** Transurban has various methods and forums to enable worker participation, consultation and communication on occupational health and safety. Leaders are also required to develop HSE action plans for their teams to promote positive involvement.

GRI	DISCLOSURE	*LOCATION* OR RESPONSE
403-5	Worker training on occupational health and safety	***FY20 Corporate Report/Business performance/Our people*** Transurban has a group wide Health, Safety and Environment Induction for all employees and contractors. In addition, various HSE training is undertaken on specific work-related hazards, high risk activities, or hazardous situations.
403-6	Promotion of worker health	***FY20 Corporate Report/Business performance/Our people*** Transurban promotes and supports worker health through Belonging and Wellbeing programs. Belonging and Wellbeing program focuses on four pillars: Mind, Body, Connected and Recognition ***Refer to FY20 Corporate Report/Business performance/ COVID-19, for specific actions taken related to COVID-19 risk to our employees.***
403-7	Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	Transurban's OHS management system sets out clear standards, procedures, systems and tools to prevent and mitigate occupational health and safety impacts directly linked by business relationships.
403-8	Workers covered by an occupational health and safety management system	Transurban has an OHS management system aligned to international management system standard ISO 45001, and is applicable to all employees and other workers under the management and control of Transurban.
403-9	Work-related injuries	***FY20 Corporate Report/Business performance/ Our people***
403-10	Work-related ill health	***FY20 Corporate Report/Business performance/ Our people***
Training and Education		
404-1	Average hours of training per year per employee	***FY20 Sustainability Supplement/Sustainability Performance Data/Employee data***
404-2	Programs for upgrading employee skills and transition assistance programs	***FY20 Corporate Report/ Business performance/Our people*** In the event that an employee's role is made redundant and there is no alternative role, outplacement services are provided to the employee
404-3	Percentage of employees receiving regular performance and career development reviews	Performance reviews for permanent employees include an annual performance review, half-year progress reviews, and other development opportunities through each year.
Diversity and Equal Opportunity		
405-1	Diversity of governance bodies and employees	***FY20 Corporate Governance Statement***
405-2	Ratio of basic salary and remuneration of women to men	***FY20 Sustainability Supplement/Sustainability Performance Data/ Employee data***
Non-discrimination		
406-1	Incidents of discrimination and corrective actions taken	None in FY20.
Freedom of Association and Collective Bargaining		
407-1	Operations and suppliers in which the right to freedom of association and collective bargaining may be at risk	None. Transurban operates in Australia, the United States and Canada, where freedom of association and collective bargaining are protected by law and fully supported by our employee and supply chain policies.
Child Labour		
408-1	Operations and suppliers at significant risk for incidents of child labour	Transurban is assessing the potential risk of human rights and Modern Slavery in both our operations and supply chain and will release our FY20 Modern Slavery Statement in accordance with the new Commonwealth Modern Slavery Act 2018.
Forced or Compulsory Labour		
409-1	Operations and suppliers at significant risk for incidents of forced or compulsory labour	Transurban is assessing the potential risk of human rights and Modern Slavery in both our operations and supply chain and will release our FY20 Modern Slavery Statement in accordance with the new Commonwealth Modern Slavery Act 2018.
Security Practices		
410-1	Security personnel trained in human rights policies or procedures	Not applicable. Transurban does not employ security personnel.

GRI	DISCLOSURE	*LOCATION* OR RESPONSE
Rights of Indigenous Peoples		
411-1	Incidents of violations involving rights of indigenous peoples	None. Transurban has a Reconciliation Action Plan outlining how we work towards better outcomes for indigenous people in our workforce, supply chain and community.
Human Rights Assessment		
412-1	Operations that have been subject to human rights reviews or impact assessments	Transurban is assessing the potential risk of human rights and Modern Slavery in both our operations and supply chain and will release our FY20 Modern Slavery Statement in accordance with the Commonwealth Modern Slavery Act, 2018.
412-2	Employee training on human rights policies or procedures	Transurban provides compulsory training to all employees on human rights related issues and policies including Modern Slavery, Equal Opportunity and Anti-discrimination, and Ethical Business Practices.
412-3	Significant investment agreements and contracts that include human rights clauses or that underwent human rights screening	All suppliers are subject to Transurban's Supplier Sustainability Code of Practice which include human rights requirements, including those relating to the Modern Slavery Act.
B		
413-1	Operations with local community engagement, impact assessments, and development programs	***FY20 Corporate Report/Business performance/Community***
413-2	Operations with significant actual and potential negative impacts on local communities	***FY20 Corporate Report/Business performance/Community***
Supplier Social Assessment		
414-1	New suppliers that were screened using social criteria	All suppliers are subject to Transurban's Supplier Sustainability Code of Practice which includes social criteria. Suppliers applying for tenders managed by our sourcing team are required to complete 'returnable schedules' which include questions regarding environmental performance of their goods and services.
414-2	Negative social impacts in the supply chain and actions taken	Contractors for all major projects have and implement procedures to record and manage community complaints. Our independent external whistleblowing service is available for anyone to use, including employees, customers and members of our supply chain to raise issues including those related to fraud, conflicts of interest, bribery, corruption and modern slavery.
Public Policy		
415-1	Political contributions	***FY20 Corporate Governance Statement*** Data on payments to political parties for event attendance is reported annually to the Australian Electoral Commission.
Customer Health and Safety		
416-1	Assessment of the health and safety impacts of product and service categories	***FY20 Corporate Report/ Business performance/Customers/Road safety*** ***FY20 SDG Progress Report/SDG 3 Health and Wellbeing***
416-2	Incidents of non-compliance concerning the health and safety impacts of products and services	None.
Marketing and Labelling		
417-1	Requirements for product and service information and labelling	Transurban's only physical product is tolling tags which are provided to customers to enable toll road travel. Customers also have the option of tag-free accounts including mobile app accounts which avoid the need for a physical tag. Refer to FY20 Corporate Report/Business performance/Customers, for details on our customer communications and information resources made available to customers on their product and service options.
417-2	Incidents of non-compliance concerning product and service information and labelling	None in FY20.

GRI	DISCLOSURE	*LOCATION* OR RESPONSE
417-3	Incidents of non-compliance concerning marketing communications	None in FY20.
Customer Privacy		
418-1	Substantiated complaints concerning breaches of customer privacy and losses of customer data	No substantiated complaints or breaches identified in FY20.
Socioeconomic Compliance		
419-1	Non-compliance with laws and regulations in the social and economic area	None in FY20.

SASB INDEX

Transurban is reporting against Sustainability Accounting Standards Board (SASB) sector standards for the first time in FY20 as this framework is increasingly used by our investors and stakeholders. The majority of SASB metrics are topics that Transurban has reported in its Corporate Report or other communications for many years. This index consolidates that information into the SASB-specific requests.

The table below shows where content for each SASB indicator can be found within Transurban's reporting suite or provides additional information.

Transurban's officially listed SASB sector is Infrastructure Engineering & Construction Services (IF-EN) which reflects our business as an infrastructure operator. The SASB Road Transportation (TR-RO) sector is also relevant, although some metrics are focused on logistics and delivery services that are not relevant to Transurban. We have provided disclosure on both standards for completeness, and commented where Transurban's preferred metrics for each topic differ from SASB.

SASB	DISCLOSURE	*LOCATION* OR RESPONSE
SASB Sector: Infrastructure - Engineering and Construction Services		
Topic: Environmental Impacts of Project Development		
IF-EN-160a.1	Number of incidents of non-compliance with environmental permits, standards, and regulations	None.
IF-EN-160a.2	Discussion of processes to assess and manage environmental risks associated with project design, siting, and construction	Transurban's major projects complete a public Environmental Impact Statement / assessment in the planning phase, which informs environmental management processes during development to address key risks that vary on individual projects depending on location, project type and local stakeholder needs. These processes are documented on each individual project's public website. ***Refer to FY20 Corporate Report/Business performance/Project updates, for more details.*** Transurban's major projects are also independently assessed using the Infrastructure Sustainability Rating Tool in Australia, and the Envision rating tool in North America. These rating tools assess performance and improvements beyond industry standard environmental management practices, and Transurban sets contractually required targets for major project contractors to achieve. ***Refer to FY20 Corporate Report/Business performance/Business partners and suppliers for more details.***
Topic: Structural Integrity & Safety		
IF-EN-250a.1	Amount of defect- and safety-related rework costs	Transurban infrastructure is built by contractors that have responsibility to deliver infrastructure that meets specified requirements and obligations to rectify any defects identified within a prescribed period of time. Transurban may incur initial costs to rectify defects to ensure the safety of the assets, but where possible may seek to recover those costs from the relevant contractor to the extent possible under the terms of the relevant contract.
IF-EN-250a.2	Total amount of monetary losses as a result of legal proceedings associated with defect- and safety-related incidents	None.
Topic: Workforce Health & Safety		
IF-EN-320a.1	(1) Total recordable incident rate (TRIR) and (2) fatality rate for (a) direct employees and (b) contract employees (Transurban uses the metric "Recordable Injury Frequency Rate" (RIFR) which is recordable injuries per million work hours. SASB's TRIR metric is recordable injuries per 200,000 work hours, making them directly convertible by a factor of five.)	Employee RIFR: 0.74 recordable injuries per million work hours. Transurban's employee safety targets are based on number of injuries, but injury rate is provided here for reference to external benchmarks if required Contractor RIFR: 3.6 recordable injuries per million work hours No employee or contractor fatalities. ***Refer to FY20 Corporate Report/Business performance/Our people, for details.***

SASB	DISCLOSURE	*LOCATION* OR RESPONSE
SASB Sector: Infrastructure - Engineering and Construction Services		
Topic: Lifecycle Impacts of Buildings & Infrastructure		
IF-EN-410a.1	Number of (1) commissioned projects certified to a third-party multi-attribute sustainability standard and (2) active projects seeking such certification	Transurban uses the Infrastructure Sustainability Rating or Envision Sustainability Rating on our major projects: 7 projects with Sustainability Ratings certified. 5 projects with Sustainability Ratings in progress.
IF-EN-410a.2	Discussion of process to incorporate operational-phase energy and water efficiency considerations into project planning and design	The Infrastructure Sustainability Rating and Envision Sustainability Rating both include energy and water-efficiency standards which require improvement of the initial "base-case" project design to show measurable energy and water savings. Achieving and measuring these efficiencies contributes to each project being able to meet its contractually required sustainability rating target. ***Refer to FY20 Corporate Report/Business performance/Business partners and suppliers, for details and other processes in place.***
Topic: Climate Impacts of Business Mix		
IF-EN-410b.1	Amount of backlog for (1) hydrocarbon related projects and (2) renewable energy projects	Metric not applicable, Transurban does not manage energy projects. Transurban has committed to renewable Power Purchasing Agreements (PPAs) that will supply up to 80% of electricity needs in our Queensland and New South Wales regions with renewables from wind farms from 2021/22. Transurban is a contracted customer and does not manage renewable energy projects itself.
IF-EN-410b.2	Amount of backlog cancellations associated with hydrocarbon-related projects	Metric not applicable, Transurban does not manage hydrocarbon-related projects.
IF-EN-410b.3	Amount of backlog for non-energy projects associated with climate change mitigation	***Refer to FY20 Sustainability Supplement/Climate Change Disclosures, for details on our climate change risks and strategy for mitigation and adaptation.***
Topic: Business Ethics		
IF-EN-510a.1	(1) Number of active projects and (2) backlog in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	None. Transurban manages road infrastructure in Australia, the US and Canada.
IF-EN-510a.2	Total amount of monetary losses as a result of legal proceedings associated with charges of (1) bribery or corruption and (2) anticompetitive practices	None.
IF-EN-510a.3	Description of policies and practices for prevention of (1) bribery and corruption, and (2) anti-competitive behaviour in the project bidding processes	Prevention of fraud, bribery, corruption and modern slavery are governed by our Ethical Business Practices Policy and Code of Conduct. Transurban presents bids for infrastructure projects in each region in accordance with each government's official process for competitive tender or market-led/unsolicited bids. Transurban receives bids from construction contractor partners, who must also comply with our Ethical Business Practices Policy.
Topic: Activity Metrics		
IF-EN-000.A	Number of active projects	8 major projects active as at end of FY20.
IF-EN-000.B	Number of commissioned projects	3 major projects completed during FY20 (New M4, Logan Enhancement Project, 395 Express Lanes)
IF-EN-000.C	Total backlog (committed project pipeline)	$19 billion committed project pipeline as at end of FY20.

SASB	DISCLOSURE	*LOCATION* OR RESPONSE
SASB Sector: Road Transportation		
Topic: Greenhouse Gas Emissions		
TR-RO-110a.1	Gross global Scope 1 emissions	Scope 1: 4,391 tCO_2e Scope 2: 135,426tCO_2e Transurban's Scope 1 emissions comprise approximately 3% of our corporate Scope 1 and 2 emissions. As a result, many significant energy and carbon initiatives are focused on Scope 2 emissions from electricity use. ***Refer to FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data, for details.***
TR-RO-110a.2	Discussion of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	Transurban has emissions reduction targets in place that cover our Scope 1, 2 and 3 emissions. ***Refer to FY20 Corporate Report/Business performance/Community, for details.***
TR-RO-110a.3	(1) Total fuel consumed, (2) percentage natural gas, (3) percentage renewable	Total fuel: 63,145 GJ Natural gas: 1,046 GJ (2% of total fuel) Renewable fuel: zero/negligible (some petrol vehicles can use E10 ethanol blend, but to be conservative this has been assumed in energy and emissions data as standard petrol. Transurban has renewable energy supply agreements in place for its Scope 2 emissions from electricity. ***Refer to FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data, for details.***
Topic: Air Quality		
TR-RO-120a.1	Air emissions of the following pollutants: (1) NOx (excluding N2O), (2) SOx, and (3) particulate matter (PM10)	***Refer to FY20 Sustainability Supplement/Sustainability Performance Data/Environmental data, for details.***
Topic: Driver Working Conditions		
TR-RO-320a.1	(1) Total recordable incident rate (TRIR) and (2) fatality rate for (a) direct employees and (b) contract employees (Transurban uses the metric "Recordable Injury Frequency Rate" (RIFR) which is recordable injuries per million work hours. SASB's TRIR metric is recordable injuries per 200,000 work hours, making them directly convertible by a factor of five.)	Employee RIFR: 0.74 recordable injuries per million work hours. Transurban's employee safety targets are based on number of injuries, but injury rate is provided here for reference to external benchmarks if required Contractor RIFR: 3.6 recordable injuries per million work hours No employee or contractor fatalities. ***Refer to FY20 Corporate Report/ Business performance/Our people, for details.***
TR-RO-320a.2	(1) Voluntary and (2) involuntary turnover rate for all employees	(1) Voluntary: 10.1% in FY20 (2) Involuntary: 3.2% in FY20 ***Refer to FY20 Sustainability Supplement/Sustainability Performance Data/Employee data, for details.***
TR-RO-320a.3	Description of approach to managing short-term and long-term driver health risks	Metric not applicable, Transurban does not employ "drivers" in terms of this SASB sector's focus on road transportation and logistics tasks. Our operations and maintenance employees and contractors do however drive vehicles on our road networks, and are subject to our HSE policies including our Fitness For Work policy which applies to all employees. ***Refer to FY20 Corporate Report/Business performance/Our people, for details.***

SASB	DISCLOSURE	*LOCATION* OR RESPONSE
Topic: Accident & Safety Management		
TR-RO-540a.1	Number of road accidents and incidents	245 serious injury road crashes in FY20 3.7 Road Injury Crash Index (RICI) in FY20 These metrics reflect customers driving on our toll roads having road accidents, it is not a measure of Transurban employee and contractor vehicles. RICI is the number of serious road injuries (requiring medical treatment or where emergency medical care is required, other than first aid) crashes per 100 million vehicle kilometres travelled. ***Refer to FY20 Corporate Report/Business performance/Customers, for details and metrics on our Road Safety Strategy.***
TR-RO-540a.2	Safety Measurement System BASIC percentiles for: (1) Unsafe Driving, (2) Hours-of-Service Compliance, (3) Driver Fitness, (4) Controlled Substances/Alcohol, (5) Vehicle Maintenance, and (6) Hazardous Materials Compliance	Metric not applicable, Transurban does not employ "drivers" in terms of this SASB sector's focus on road transportation and logistics tasks. Our operations and maintenance teams do however drive vehicles on our road networks, and are subject to our HSE policies including our Fitness For Work policy which applies to all employees. ***Refer to FY20 Corporate Report/Business performance/Our people, for details.***
TR-RO-540a.3	(1) Number and (2) aggregate volume of spills and releases to the environment	No significant spills in FY20.
Activity Metrics		
TR-RO-000.A	Revenue ton miles (RTM)	Metric not applicable to Transurban. Transurban uses the metric of Vehicle Kilometres Travelled (VKT) as a measure of total transportation activity of customers using our roads. This represents the total distance travelled by all customer trips on our toll road networks. VKT: 6.6 billion km in FY20.
TR-RO-000.B	Load factor	Metric not applicable to Transurban.
TR-RO-000.C	Number of employees, number of truck drivers	1,793 employee headcount as at end of FY20. ***Refer to FY20 Sustainability Supplement/Sustainability Performance Data/Employee data, for details.***

KPMG ASSURANCE REPORT

KPMG

Independent Limited Assurance Report to the Directors of Transurban Group

Conclusion

Based on the evidence we obtained from the procedures performed, we are not aware of any material misstatements in the Information Subject to Assurance, which has been prepared by Transurban Group in accordance with Management Criteria for the year ended 30 June 2020.

Information Subject to Assurance

The Information Subject to Assurance as presented in the Transurban Group 2020 Sustainability Supplement Report and in the 2020 Corporate Report is identified below:

Information Subject to Assurance	Reported Value
Scope 1 greenhouse gas emissions	4,391 $tCO_{2\text{-}e}$
Scope 2 greenhouse gas emissions	135,426 $tCO_{2\text{-}e}$
Scope 3 greenhouse gas emissions	634,566 $tCO_{2\text{-}e}$
Total energy consumed	675,015 GJ
Total Customer travel emissions	1,232,842 $tCO_{2\text{-}e}$
NOx emissions (tonnes)	90t for CityLink 37t for Lane Cove Tunnel 9t for Cross City Tunnel
Road injury crash index (RICI)	3.7 injury crashes per 100 million km travelled
Total Employee Recordable Injuries (absolute)	2 (total)
Contractor Recordable injury frequency rate (RIFR)	3.6 contractor injuries per million hours
Community investment ($)	$3.3 million

Criteria Used as the Basis of Reporting

The methodologies used by Transurban Group management to measure the Information Subject to Assurance *("the criteria")* are described in the FY20 Sustainability Supplement Report and in the FY20 Corporate Report.

KPMG

Basis for Conclusion

We conducted our work in accordance with Australian Standard on Assurance Engagements ASAE 3000 (Standard). In accordance with the Standard we have:

- used our professional judgement to plan and perform the engagement to obtain limited assurance that we are not aware of any material misstatements in the Information Subject to Assurance, whether due to fraud or error;
- considered relevant internal controls when designing our assurance procedures, however we do not express a conclusion on their effectiveness; and
- ensured that the engagement team possess the appropriate knowledge, skills and professional competencies.

Summary of Procedures Performed

Our limited assurance conclusion is based on the evidence obtained from performing the following procedures:

- enquiries with relevant Transurban Group personnel to understand the internal controls, governance structure and reporting process of the Information Subject to Assurance;
- reviews of relevant documentation including relevant documentation and reporting frameworks;
- analytical procedures over the Information Subject to Assurance;
- agreeing a sample of data points from the Information Subject to Assurance back to source documentation;
- evaluating the appropriateness of the criteria with respect to the Information Subject to Assurance; and
- reviewed the FY20 Sustainability Supplement Report and the FY20 Corporate Report in its entirety to ensure it is consistent with our overall knowledge of assurance engagement.

How the Standard Defines Limited Assurance and Material Misstatement

The procedures performed in a limited assurance engagement vary in nature and timing from, and are less in extent than for a reasonable assurance engagement. Consequently the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained had a reasonable assurance engagement been performed.

Misstatements, including omissions, are considered material if, individually or in the aggregate, they could reasonably be expected to influence relevant decisions of the Directors of Transurban Group.

Use of this Assurance Report

This report has been prepared for the Directors of Transurban Group for the purpose of providing an assurance conclusion on the Information Subject to Assurance and may not be suitable for another purpose. We disclaim any assumption of responsibility for any reliance on this report, to any person other than the Directors of Transurban, or for any other purpose than that for which it was prepared.

KPMG assurance statement (continued)

KPMG

Management's responsibility

Management are responsible for:

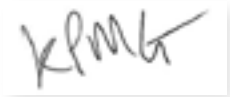
- determining that the criteria is appropriate to meet their needs and the needs of intended users;
- preparing and presenting the Information Subject to Assurance in accordance with the criteria; and
- establishing internal controls that enable the preparation and presentation of the Information Subject to Assurance that is free from material misstatement, whether due to fraud or error.

Our Responsibility

Our responsibility is to perform a limited assurance engagement in relation to the Information Subject to Assurance for the 30 June 2020, and to issue an assurance report that includes our conclusion.

Our Independence and Quality Control

We have complied with our independence and other relevant ethical requirements of the *Code of Ethics for Professional Accountants* issued by the Australian Professional and Ethical Standards Board, and complied with the applicable requirements of Australian Standard on Quality Control 1 to maintain a comprehensive system of quality control.



KPMG
Sydney
12 August 2020