

# 2021

**SUSTAINABILITY  
SUPPLEMENT**

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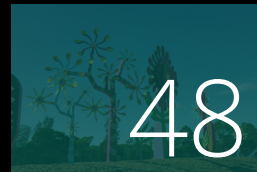


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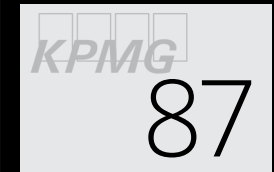
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KPMG assurance statement





# Introduction

*This Sustainability Supplement accompanies our FY21 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 the 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.

 Read more about our approach and progress at [transurban.com/esg](https://transurban.com/esg)

## Reporting suite

### FY21 Sustainability Supplement— (this report)

Supplement to the Corporate Report including our response to the Task Force on Climate-related Financial Disclosures (TCFD) and on our progress against the UN Sustainable Development Goals.

### FY21 Corporate Report

The holistic performance of Transurban in FY21 including our Financial Statements.

### FY21 Results Presentation

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

### Corporate Governance Statement

Corporate Governance Statement made 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 FY20—available late August 2021.

### Modern Slavery Statement

Overview of how we identify, manage and mitigate the specific risks of modern slavery in our operations and supply chains—available late 2021.

 All available at [transurban.com/investor](https://transurban.com/investor)

## Material issues

Transurban's Corporate Report aims to provide a comprehensive summary of our financial and non-financial performance, with a focus 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).

Transurban has used a range of stakeholder feedback and reporting guidelines to determine the non-financial topics included in the Corporate Report.

Our stakeholder engagement processes and key issues identified is available on pages 16 to 17 of our FY21 Corporate Report, 'Working with our stakeholders'.





Sustainability frameworks used 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).

Figure 1 summarises the highest priority topics identified for FY21 and how these address issues raised by various stakeholders and frameworks.

Material issues generally feature in the Corporate Report in the corresponding stakeholder section. Topics of lower materiality not appearing in Figure 1 are still reported in this Supplement in the GRI Index, including explanations for why the issue is not material for this Corporate Report.

KPMG has provided limited assurance for some of our most material social and environmental metrics, presented on page 87 of this Sustainability Supplement.

**FIGURE 1: MATERIAL ISSUES AND ALIGNMENT WITH STAKEHOLDERS AND REPORTING FRAMEWORKS**

		Frameworks			
		Corporate sustainability	Global sustainability	Investor frameworks	
					
<b>Material issues in FY21</b>		<b>GRI indicators</b>	<b>UN SDGs</b>	<b>SASB sectors</b>	<b>TCFD relevance</b>
<b>Road safety</b> Our networks, research, and community safety initiatives	Customers Community	416	3 9	IF-EN	
<b>Customers</b> Customer satisfaction, hardship support, data privacy and cybersecurity	Customers	418	11		
<b>Local communities</b> Community engagement, social investment, and creating community spaces	Community	413	11		
<b>Environment</b> Climate change, energy and carbon, air quality, materials, and biodiversity	Community Investors	301 302 305	7 12 13	IF-EN TR-RO	✓
<b>Health and safety</b> Our employees, contractors, and workplaces	Our people Business partners and suppliers	403	3 8	IF-EN TR-RO	
<b>Wellbeing and diversity</b> Supporting diversity, inclusiveness, and fair work practices	Our people	401 405	5 8		
<b>Supply chain</b> Procurement practices, shared value, human rights including Modern Slavery	Business partners and suppliers Government and industry	204 412	17	IF-EN	✓
<b>Our business</b> 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	✓
<b>Governance</b> Strategy and risk management, legal and regulatory compliance, ethical business practices	Investors Our people	205 206	17	IF-EN	✓

\* 'Stakeholder groups' refer to the main stakeholders where this issue is most relevant, but in many cases these issues overlap several or all stakeholder groups' interests.



# Climate change disclosure

## 1. Introduction

*As a road developer and operator, today more than ever, we recognise the responsibility to address emerging climate change impacts and transition to a net zero economy by 2050.*

The countdown to achieve a low-carbon economy has begun, with businesses and industry across the globe realising not only the risk associated with climate change, but the opportunity it could bring to their business models and licence to operate. The growth in

awareness and the regulatory environment are gaining momentum, with potential implications stretching across a range of organisations and industries.

Going forward, we acknowledge that climate change and the transition to a low-carbon future will affect our operations and business strategy. The importance of climate change as a business risk is underlined by the presence of our assets across three countries and both hemispheres with concession end dates of up to 2087.

Consequently, we carefully consider climate-related threats and opportunities and are responding through our Climate Change Framework (the Framework) (Figure 1).

The Framework applies to our Australian and North American operations and responds to six strategic climate-related risk themes and two

strategic climate-related opportunities. This is our third climate-related disclosure to date and we continue to address all 11 recommendations of the Taskforce on Climate-related Financial Climate Change Disclosures (TCFD) (Table 1). This FY21 Disclosure is structured around the main sections of the TCFD recommendations.

Importantly, in FY21, we made a commitment to achieve net zero greenhouse gas (GHG) emissions by 2050; acknowledging our responsibility to progress the transition to a low-carbon future. This commitment is supported by validated science-based targets and programs of work to reduce Scope 1, 2 and 3 GHG emissions across the organisation and our supply chain by 2030. Additionally, in FY21, the procurement of renewable energy from Sapphire Wind Farm in NSW commenced for some NSW assets, including WestConnex, via our first Power Purchase Agreement (PPA).

We continue to evolve our understanding of the complexities of physical climate change threats, the adaptations required and the implications for our operations and business strategy. In FY21, we completed a range of studies and engagement activities including

detailed climate risk assessments for specific assets and insights into potential changes to customer behaviour in extreme weather events. We also took the first steps towards examining the high-level physical climate change threats for our North American assets. The Disclosure contains case studies of these and other key actions.

We continue to evolve and further understand the ramifications arising from climate change, with additional information on our strategic response, management of individual climate-related risks and case studies included in this year's Disclosure.

**Figure 1: Climate Change Strategic Risk Themes and Framework**

**Climate Change 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

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

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

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

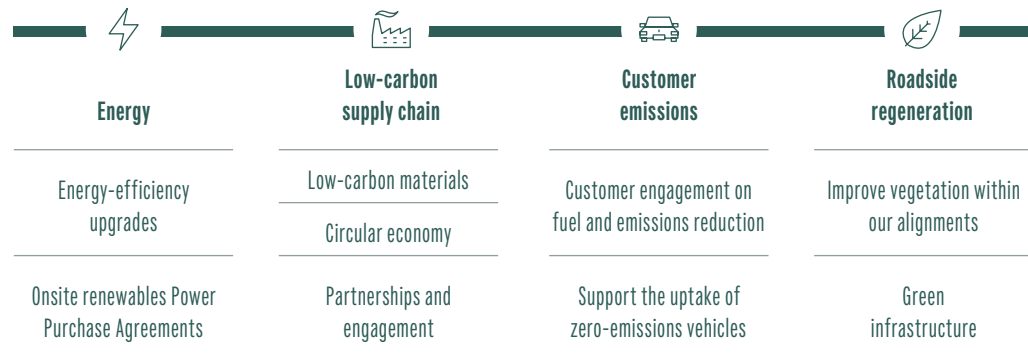
**Opportunities**

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

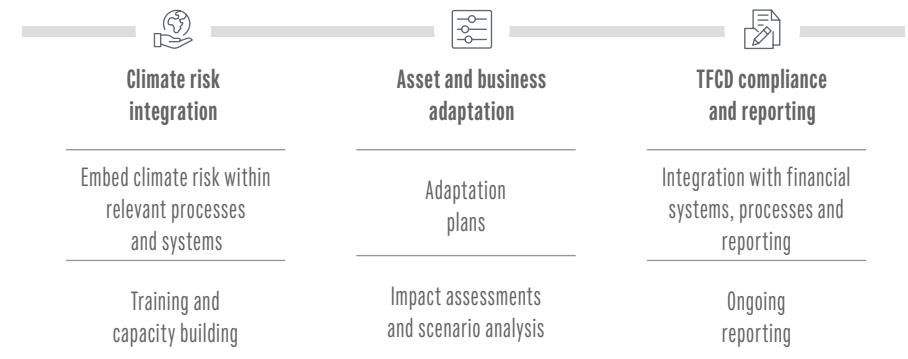
Take proactive steps to reduce Scope 1, 2 and 3 greenhouse gas emissions and customer emissions, and transition to net zero

**Climate Change Framework**

**Towards net zero**



**Resilient infrastructure and operations**



**Governance**

Climate-related risk oversight by the Transurban Board's Audit and Risk Committee (ARC)

Regular updates provided to the ARC, Transurban Board and subsidiary Boards on climate-related aspects

Internal climate change governance group provides additional oversight and guidance on business-wide implementation of the Framework

**Table 1: Progress towards TCFD Recommendations**

	<b>Recommendations</b>	<b>Status</b>	<b>FY21 summary</b>	<b>Where this is addressed in our Disclosure</b>
<b>Governance</b>	<p>Disclose the organisation's governance around climate-related risks and opportunities:</p> <p>a) Describe the Board's oversight of climate-related risks and opportunities</p> <p>b) Describe management's role in assessing and managing climate-related risks and opportunities.</p>	<p>✓</p> <p>✓</p>	<ul style="list-style-type: none"> <li>Climate-related risks covering both threats and opportunities are overseen by the Board of Directors via the Audit and Risk Committee (ARC).</li> <li>The ARC is updated at least twice each year on specific climate-related risks, emerging themes and areas of progress.</li> <li>In FY21, Emma Herd, the former CEO of the Investor Group on Climate Change (IGCC), presented to the ARC on investor climate change insights.</li> <li>Quarterly material risk reviews are undertaken encompassing all material risks including relevant climate-related threats and opportunities.</li> <li>Responsibility for climate-related risks applies to 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.</li> <li>A cross-discipline internal climate change governance committee provides additional oversight of climate-related initiatives, management priorities, and annual reporting.</li> </ul>	<b>Section 2, Governance</b>
	<b>Strategy</b>	<p>Disclose the actual and potential impacts of climate-related risks and opportunities on the organisation's businesses, strategy, and financial planning where such information is material:</p> <p>a) Describe the climate-related risks and opportunities the organisation has identified over the short, medium and long-term</p> <p>b) Describe the impact of climate-related risks and opportunities on the organisation's businesses, strategy, and financial planning</p> <p>c) Describe the resilience of the organisation's strategy, taking into consideration different climate-related scenarios.</p>	<p>✓</p> <p>✓</p> <p>✓</p>	<ul style="list-style-type: none"> <li>Our Climate Change Framework, released in FY20, addresses the risks associated with the low-carbon transition and the physical impacts of climate change, and sets our strategic direction across short, medium and longer-term horizons.</li> <li>Climate-related threats and opportunities have been identified and consolidated into six high-level strategic risk themes and climate change (as a broad topic) is also considered as a broader strategic business risk. Materiality is determined by the potential long-term impacts, likelihood the risk will be realised, and relationship with our organisational strategy and financial systems.</li> <li>Based on continued impact modelling and internal engagement, we do not expect any short or mid-term financial impacts that are considered material to the business.</li> <li>Longer-term financial impacts continue to be assessed on a case-by-case and asset-by-asset basis, to understand the potential threats and strategies required to capitalise on potential emerging opportunities. A case study conducted in FY21 investigated the potential long-term changes to customer driving behaviour due to extreme weather and impacts on toll revenue (refer to page 15).</li> <li>An implementation plan to monitor progress against the Climate Change Framework has been developed to address a range of short, medium and longer-term climate-related threats and opportunities.</li> <li>Individual risk responses consider multiple climate change scenarios, emerging trends, timing and extent of possible business impacts, and integration with existing systems and processes.</li> </ul>



	Recommendations	Status	FY21 summary	Where this is addressed in our Disclosure
Risk Management	<p>Disclose how the organisation identifies, assesses, and manages climate-related risks:</p> <p>a) Describe the organisation's processes for identifying and assessing climate related risks</p> <p>b) Describe the organisation's processes for managing climate-related risks</p> <p>c) Describe how processes for identifying, assessing and managing climate-related risks are integrated into the organisation's overall risk management.</p>	<p>✓</p> <p>✓</p> <p>✓</p>	<ul style="list-style-type: none"> <li>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.</li> <li>Our approach to climate risk management continues to evolve, with unique elements including the use of scenario analysis, a two-staged assessment process to model and quantify impacts where possible, and documenting the impacts of risks on a range of financial and non-financial systems and processes.</li> <li>Climate change risk assessments have been undertaken for our Australian and North American markets. A business-wide climate risk and adaptation guideline is being developed to ensure a consistent and aligned approach when undertaking detailed investigations across assets in Australia and North America, in turn informing asset-specific adaptation plans.</li> <li>A detailed physical climate risk and adaptation assessment was undertaken on the Hills M2 Motorway. A case study highlighting the key findings is included on page 12 of the Disclosure.</li> <li>Climate-related risks are reviewed on an ongoing basis in accordance with our ERM Framework every 12-18 months, or as otherwise required (dependent on adaptation plan outcomes and changes to climate scenarios).</li> <li>On major projects, our contractors are required to undertake a climate change risk adaptation assessment, consider the impact of design and construction on the environment, and achieve sustainability performance ratings.</li> <li>Climate change-related threats are considered as part of the organisation's business resilience activities.</li> </ul>	<p><b>Section 4, Risk Management</b></p> <p>4.1 Climate change risk management</p> <p>4.2 Managing individual climate-related strategic risks</p> <p>4.3 Possible long-term climate-related physical risk for asset components</p>
Metrics and Targets	<p>Disclose the metrics and targets used to assess and manage relevant climate-related risks and opportunities where such information is material:</p> <p>a) Disclose the metrics used by the organisation to assess climate-related risks and opportunities</p> <p>b) Describe the targets used by the organisation to manage climate-related risks and opportunities and performance against targets</p> <p>c) Disclose Scope 1 and 2 (and 3 if appropriate) GHG emissions and the related risks.</p>	<p>✓</p> <p>✓</p> <p>✓</p>	<ul style="list-style-type: none"> <li>We have a set of performance metrics that aligns with our key climate-related threats and opportunities.</li> <li>Risks associated with our emissions profile are discussed in the Risk Management section.</li> <li>We have established Scope 1, 2 and 3 GHG emission reduction targets for 2030 (verified by the Science Based Targets initiative) and are committed to achieving net zero by 2050.</li> <li>Our Disclosure includes Scope 1, 2 and 3 emissions as well as customer emissions, related risks and their management.</li> </ul>	<p><b>Section 5, Metrics and Targets</b></p> <p>5.1 Climate-related metrics</p> <p>5.2 GHG and energy targets and progress</p>

# 2. Governance

Transurban's Enterprise Risk Management (ERM) Framework is used to identify climate-related threats and opportunities, which are overseen by the Board of Directors through the Audit and Risk Committee (ARC). The ERM Framework provides guidance on identifying, assessing, and governing both material and transition risk, to ensure the appropriate escalation for decision-making and proactive management where required.

The ARC is updated at least twice yearly on specific climate-related risks, areas of progress, emerging trends and updates on climate-related issues through standard business and operational risk reporting. In FY21, Emma Herd, the former CEO of the Investor Group on Climate Change (IGCC), presented to the Committee on investor climate change insights. This Disclosure is reviewed by the Board of Directors through the annual corporate reporting process.

Climate change (as a broad topic) is considered a strategic business risk, and the responsibility for addressing climate-related risks sits across all areas of the business. The strategic response and overall direction is managed between the Sustainability and Risk leadership teams and relevant members of the Executive Committee, and is embedded across the business. A cross-discipline internal climate change governance committee provides additional oversight of climate-related initiatives, management priorities, emerging industry trends, and annual reporting. Figure 2 provides an outline of the broader business governance framework for climate change.

**Figure 2: Climate Change Governance Framework**





## 3. Strategy

### 3.1 Our strategic response to climate change

Transurban continues to make progress in managing the impacts of climate change across our current and future major projects, operations, and organisational strategy. Our climate change strategy has evolved since our first public statement in 2012, along with our GHG emission reduction targets.

In FY20, we established 2030 GHG emission reduction targets to cover Scope 1, 2 and 3 emissions (refer to page 11), and in FY21, we committed to achieving net zero by 2050. The 2030 targets have been verified by the Science Based Targets initiative and align with the United Nations Paris Agreement. In addition, we design and operate our roads to reduce customer emissions, which are not part of our Scope 3 emissions. In FY21, we furthered our efforts in this area by trialling an eco-driving program in Queensland (see page 36 of our Corporate Report). These commitments, targets and initiatives are supported by our business-wide Sustainability Strategy, which positions our business to make meaningful progress towards relevant United Nations Sustainable

Development Goals (UN SDGs), strengthen our climate resilience and ultimately guide us towards net zero operations.

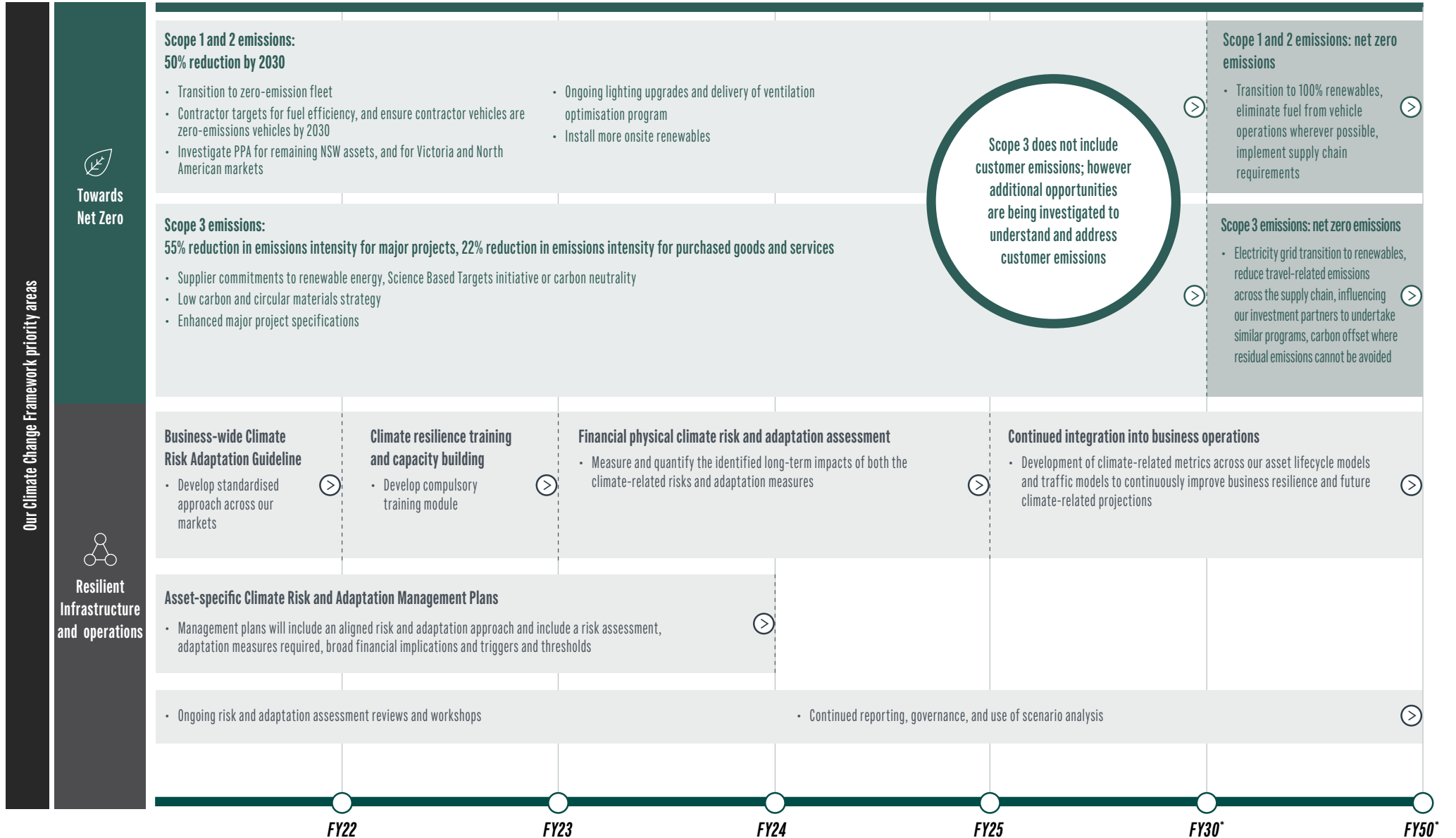
Our Climate Change Framework (Figure 1) outlines the climate-related strategic risk themes and provides strategic direction for the business. It prioritises our efforts in the low-carbon transition and resilient infrastructure and operations.

The climate-related risk and opportunity themes, consolidated into six high-level threats and two high-level opportunities, link to the broader strategic business direction and define a clear, top-down approach to help identify key external trends and drivers, and our potential exposure. Materiality is determined by the potential long-term horizon of the risk, likelihood the risk will be realised, and relationship with our organisational strategy and financial systems.

Driven by our strategic response to climate change, we have commitments and targets in place to achieve over short, medium and longer-term time horizons. Figure 3 on the following page summarises our priority areas and vision for the business moving forward to manage climate-related physical and transition risk.



Figure 3: Current and future climate-related risk management priorities



\* Time horizons not to scale

–Case study–

# Hills M2 climate risk adaptation

A detailed climate risk and adaptation assessment on the Hills M2 in Sydney was undertaken in FY21 to identify and manage priority physical climate-related risks.

The assessment methodology aligned with our ERM Framework, our climate change risk management process, TCFD recommendations, and will form part of our broader business-wide climate risk adaptation guideline. We are undertaking an IS Operations rating on the asset, so we also aligned the assessment process with the rating scheme’s climate adaptation requirements.

As the motorway stretches 21 kilometres over three local government areas, the climate data analysis was broken into three geographic areas to understand any climatic changes and associated impacts. The analysis incorporated projections

aligned with Intergovernmental Panel on Climate Change’s (IPCC) Representative Concentration Pathway (RCP) 8.5 over short (2030), medium (2050) and long-term (2090) timeframes.

As the asset is already in operation, any identified adaptation measures are only able to be implemented over time in line with the associated risk ratings. Additionally, the concession deed remains in place until 2048 and potentially beyond, therefore a longer-term timeframe for continual improvement and adaptation is applicable to the operation of the asset. Adaptation pathways across short, medium and longer-term timeframes have been explored in an interactive workshop. This overall climate risk adaptation approach supports the strategic implementation of adaptation actions to ensure we achieve optimal timing and efficiency.

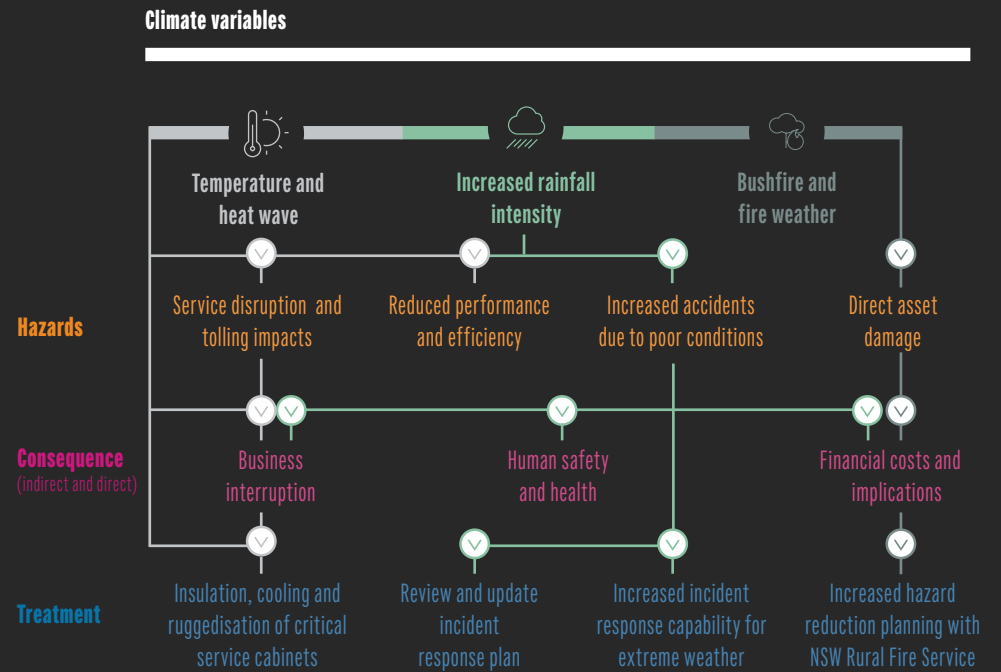
The summarised risk identification and adaptation treatment assessment steps are shown in Figure 4 and are outlined in further detail below:

- Review historical climate risk assessments applicable to the asset.
- Research applicable climate variables under various timeframes.
- Undertake detailed hazard and consequence evaluation.
- Conduct climate risk workshop and follow up climate risk review sessions with key stakeholders.

- Identify possible adaptation pathways and associated treatment options across various timeframes.
- Conduct adaptation pathways workshop with key stakeholders.
- Develop a Climate Change Adaptation Plan, including finalised risk ratings and a range of adaptation pathways.

We will use this assessment approach to develop asset-specific adaptation plans for our Australian and North American assets and expect to have these completed by the end of FY24.

Figure 4: Outline of climate risk identification and treatment assessment steps undertaken on the Hills M2



Note: Consequence and treatment only depicted for three high priority direct risks for illustrative purposes  
This figure has been developed in collaboration with Edge Environment

### 3.2 Organisational impacts of climate change

Climate change is likely to affect – to some extent – all areas of the organisation and the four pillars of our business strategy (Figure 5).

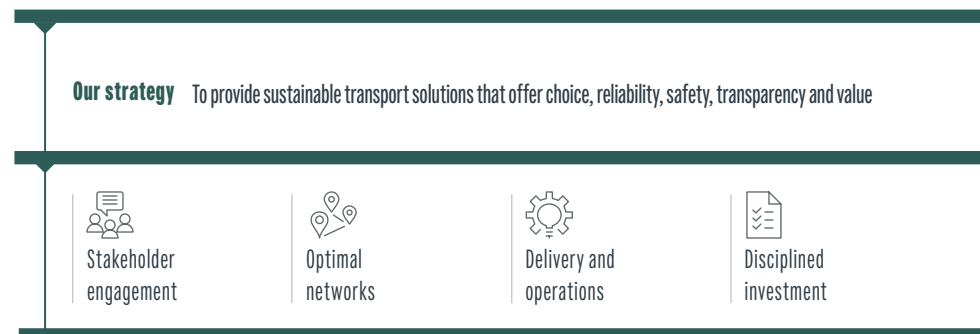
In the short term, we expect the potential impacts to our business to be largely influenced by existing climate conditions and weather patterns, stakeholder expectations and emerging requirements, and disruption to the broader road networks across each of our markets. Our overall organisational strategy is unlikely to be impacted, and through ongoing monitoring and engagement, we will continue to understand emerging trends and in turn refine our strategic approach and direction when appropriate.

For the longer-term potential impacts of climate change, there is greater uncertainty given a range of variables. The need to transition to net zero, adapt to changes in climate conditions and enhance our overall business resilience will remain at the forefront of our response. The lifecycle of our assets across design, construction and maintenance operations will continue to address the projected longer-term impacts of climate change through:

- the implementation of infrastructure sustainability rating tools
- ongoing climate risk and adaptation assessments, including financial aspects
- working with our government partners to understand and respond to expectations and emerging requirements.

Throughout FY21, we have witnessed growth in the prominence of climate-related risk across the broad regulatory and legal environment. We expect this trend will continue to gain momentum. This underpins the importance

Figure 5: Our organisational strategy



of us continuing to achieve high standards in independent sustainability performance ratings for assets and ensuring ongoing transparency in climate change risk management and disclosure.

The continued focus on and implementation of our Climate Change Framework (in line with our overarching Sustainability Strategy) will further progress our transition to net zero operations and help us meet stakeholder expectations in managing the short and longer-term implications of climate change across our business.

### 3.3 Testing resilience through climate-related scenarios

We have three climate scenarios associated with global temperature increases that test possible future conditions across regulatory, economic, technology, environmental and social aspects (Figure 6). The scenarios align with TCFD recommendations, the Australian government's commitments to meet the United Nations Paris Agreement, and the Intergovernmental Panel on Climate Change's (IPCC) RCP2.6, 4.5, and 8.5.

Through implementation and use of each scenario, a consistent set of assumptions inform

our risk assessment and management process and enable us to consider a full range of possible outcomes. We will monitor the trends and key assumptions for each of the three scenarios over time to ensure our approach captures emerging changes.

#### Our organisational strategy and climate-related scenarios

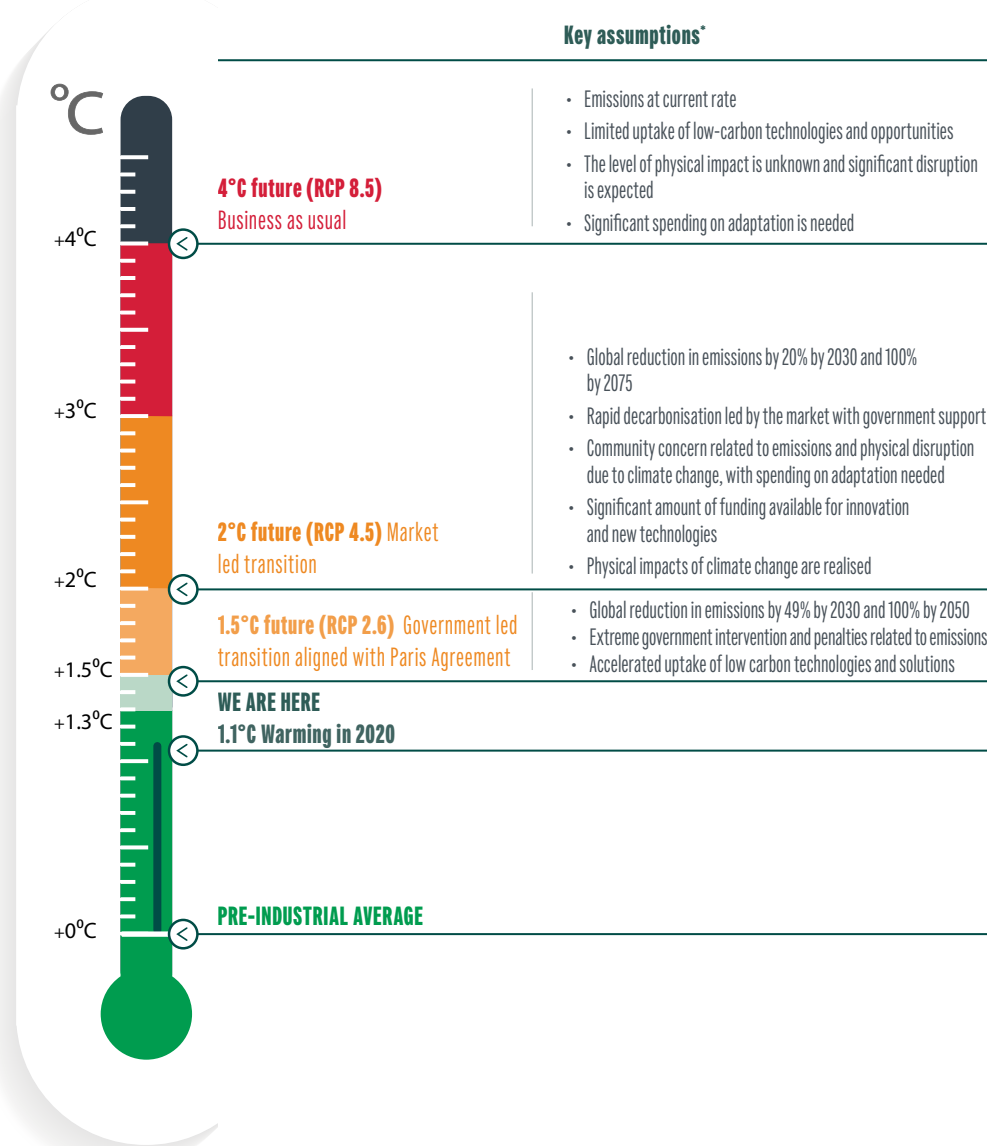
We have considered each of the three climate change scenarios to understand the possible short, medium and longer-term impacts to our organisational strategy and physical assets. When considering the two and four degree scenarios, extreme weather events and climatic changes are likely to occur to some extent across the markets we operate in. Examples could include an increase in mean temperature and frequency of hot days, more extreme storm events such as increased rainfall intensity and severe wind, and longer periods of drought. We acknowledge that we will also need to consider the potential implications of an accumulation of events and the interrelation of different events, such as an extended period of drought leading to increased bushfire risk.

We expect the short to medium-term impacts on our assets to be minor given a range of factors including the length of our concession deeds and the high standards to which our motorways are designed, constructed, managed, and maintained. Longer term across these scenarios, broader network disruption is likely to arise and will need to be managed through asset adaptation, changes in operational processes, and engagement with our stakeholders including other road and utility operators. This is an area we will continue to further examine.

Each of the three climate scenarios also present opportunities across short, medium and longer-term horizons. These include asset efficiencies through improved design, sustainable finance, innovative technology, the use of low-carbon materials, zero-emission vehicles, and improved supply chain awareness and action. We will continue to explore the significance of these opportunities to enable our business and operations to drive longer-term positive change and strengthen our organisational resilience.



Figure 6: Climate change scenarios\*\*



\* Assumptions have been developed based on United National IPCC reports and projections and other third-party expertise

\*\* Graphic based on Climate Action Tracker, December 2020 global temperature increase and global mean temperature increase by 2100

### Key studies and engagement undertaken in FY21

Several studies and engagement activities were conducted in FY21 to further understand potential organisational impacts associated with projected climate conditions and build our knowledge base on potential longer-term asset adaptation measures. The financial impacts across the TCFD categories (Figure 10) were considered, and detailed financial analysis building on these studies will be undertaken into the future. An outline of five studies and engagement activities is provided below.

- Customer behaviour during extreme weather:** We undertook a study focused on the impact of extreme weather on customers' decisions to use our roads. The overall finding was that extreme weather mainly affects how customers drive rather than whether they choose to drive at all. The default option was for a trip to be delayed if the travel was not essential, particularly for torrential rain events. Based on the study findings, our roads were seen by customers as being more desirable during extreme weather due to the presence of a range of safety features. See page 15 for a more detailed insight into the study which describes actual traffic performance during historical extreme weather events.
- Climate risk asset report cards:** A study enhancing our understanding of climate risk across Australia and North America was undertaken and included the development of asset-specific high-level risk report cards. Page 23 summarises the overall climate-related physical risk profile across our North American market. This study will inform the priority of future asset-specific assessments and any required adaptation measures.
- Hills M2 climate change risk adaptation assessment:** A detailed climate risk and adaptation pathways assessment was undertaken across short, medium and long-term timeframes.
- WestConnex climate workshop:** A workshop was held with our WestConnex Operations and Maintenance team to capture the climate-related risk and adaptation measures from the design and construction phases of the M8 motorway, review them for application in operations and record in our risk management system for ongoing monitoring. We will repeat this approach for remaining WestConnex assets as they become operational.
- Supply chain engagement:** Direct engagement with major suppliers representing over 70% of our Scope 3 purchased goods and services GHG emissions was undertaken. The engagement focused on energy and carbon management and climate risk, with interviews held across each market with respective suppliers. When reviewing supplier climate risk maturity, there was high variability across supplier location and scope. Generally, there was an awareness of climate risk, however the opportunity to improve reporting and disclosure (such as addressing TCFD recommendations) was a consistent theme. To support ongoing transparency and management of supply chain emissions, we now require our major suppliers to disclose their emissions under the Carbon Disclosure Project (CDP) Supply Chain program. Engagement with our suppliers will continue over the coming years.

Future studies will focus on further improving our understanding and estimating the longer-term impacts of climate change. Work is expected to include further modelling of adaptation measures and associated cost relating to physical impacts, and additional studies to determine the broader network impacts of extreme weather events.

–Case study–

## Customer behaviour during extreme weather

*In FY21, we undertook a data-driven investigation into how extreme weather events affect driving behaviours and our customers' decisions to use our roads, to ultimately understand the potential climate-related financial risk associated with extreme weather events and a impacts on future revenue.*

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The study focused on the impact of three extreme weather scenarios: a torrential heavy rain event, strong winds, and extreme heat. The research used qualitative and quantitative methods to explore this area with our Australian customers.

### Key findings

#### **Heavy rainfall and severe wind have the greatest impact**

It was found that heavy rainfall tends to create concern not only about the safety of driving conditions but also about the actions of others on the road, in turn often leading to re-evaluation of whether a trip is essential. When faced with heavy rainfall, 81% of customers were likely or extremely likely to drive their own vehicle. Of the 81%, 75% of these customers were more likely to use toll roads when faced with heavy rainfall. Severe wind was observed to create a sense of nervousness however was ultimately assumed to pass more quickly than heavy rain. By comparison, extreme heat was claimed to have little-to-no impact on travel decisions and driving behaviour with 68% of customers indicating they would continue their trip as planned.

#### **The default option is to delay a trip if considered non-essential**

The extent to which drivers felt comfortable driving in extreme weather depends on a range of variables, range of variables including the time of day. The study showed most drivers avoided, delayed or deferred driving in extreme weather if possible, with heavy rainfall being the biggest extreme weather event affecting decision-making. One in two customers would re-evaluate the importance of a trip under these conditions.

#### **Toll roads were considered more desirable in extreme weather**

With dynamic speed limits, fewer close trees, better visibility, wider lanes, fewer access points and a variety of other measures, our toll roads were seen as more appealing and ultimately safer. In the case of extreme weather, these benefits become more prominent, and in turn led to toll roads being the preferred route of travel.

Building on the initial study findings, we conducted a statistical analysis of the behaviour of traffic on Transurban assets in Brisbane, Sydney and Melbourne during historical extreme weather events over the past five years. For each asset, we calculated the monthly average daily traffic per type of day (weekdays and weekends/public holidays) for the analysed timeframe (the mean), resulting in two sets of averages per month. Subsequently, for each day we calculated the percentage difference to its respective mean. Finally, we obtained the average of that difference for each weather category. Statistical tests were undertaken to verify the significance of the results.

### Key findings

#### Melbournians feel more comfortable driving on wet days

The three cities have very different weather patterns which seem to have an impact on traffic behaviour. Melbourne receives half the amount of rain than Brisbane and Sydney per annum, however, rainfall is scattered throughout the year, with a higher number of wet days. No significant difference was found between dry and wet day traffic patterns, meaning that changes to traffic patterns during these days cannot be attributed to rain.

#### Heavy and very heavy rain affects traffic to some extent

This was observed particularly in Brisbane and Sydney, where these events are more

common. Results were consistent between roads, especially in Sydney (Figure 7). There were limited very heavy rain events observed in Melbourne.

#### Rain affects traffic behaviour differently according to the type of day

Heavy and very heavy rainfall events have higher impacts on weekend traffic, as discretionary and leisure travel is expected to be more sensitive to the weather. During dry weekends, traffic on the motorways is higher than average. During the school term, heavy and very heavy rainfall days were observed to have less impact on traffic as there is a greater need to travel for non-discretionary purposes.

#### Extreme heat has little to no impact on travel behaviour

Neither hot days nor very hot days were statistically significant for the purpose of this analysis, meaning that the variations to the traffic activity during these days cannot necessarily be attributed to this factor. This is evident in Figure 8.

Figure 7: Heavy rainfall impacts across the Australian market\*

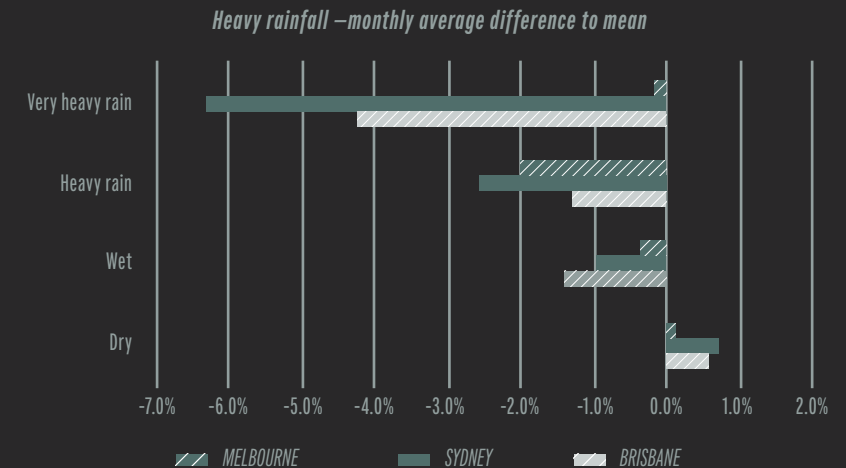
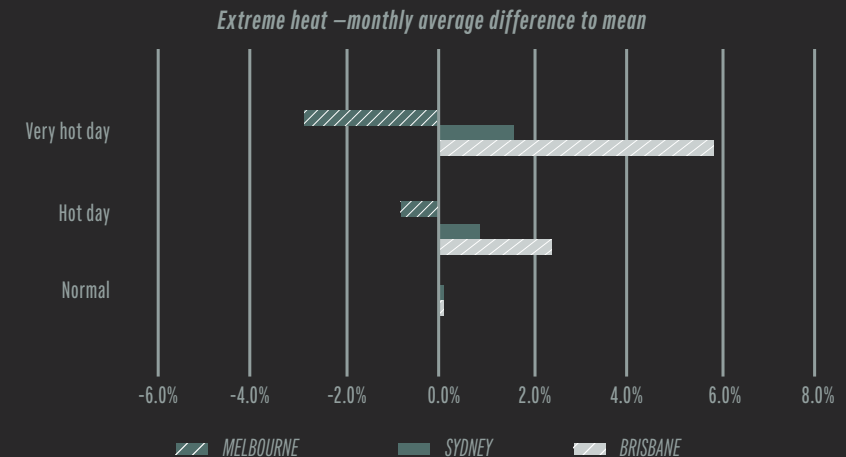


Figure 8: Extreme heat impacts across the Australian market\*\*



\* Rainfall events were classified using the Bureau of Meteorology categories as dry (less than 1mm of precipitation), wet (between 1 and 10mm), heavy rain (between 10 and 30mm), and very heavy rain (more than 30mm of precipitation)  
 \*\* Extreme heat was classified according to the maximum temperature recorded during the day as normal (below 35°C), hot (between 35°C and 40°C) and very hot (more than 40°C)

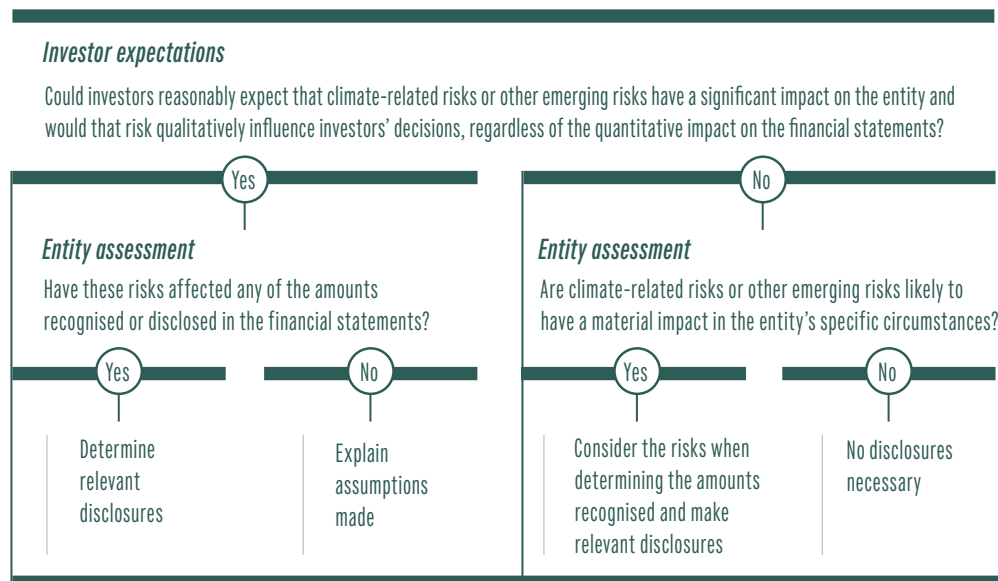
### 3.4 Our progress in understanding financial impacts

Our current understanding of climate-related financial risk is that climate change may have an impact on our financial performance over the long-term, however we do not expect any material short to medium-term financial impacts. Climate change could have both a negative and positive impact on our financial performance, due to a number of factors such as the time and capacity for risk mitigation, our long concession periods and our continuous asset maintenance program. For example, a recent study focused on customer behaviour during extreme weather events found that there was a potentially positive climate change impact on our revenue performance, with customers preferring to travel on our roads during extreme weather events due to a range of safety aspects (see page 15 and 16).

Some of our financial processes already consider impacts and assumptions associated with climate change such as major maintenance and concession asset deterioration. The extent of potential financial impacts on our business, however, relies on our response to the various risks and also the effectiveness of capitalising on emerging opportunities. For example, where we identify an increased risk in asset degradation and subsequent maintenance cost implications, we need to investigate where there are more robust technologies and materials that could provide a more cost-effective solution. Figure 10 summarises the financial processes and relationship with climate-related risk and opportunities.

Through integration of climate-related risk as a part of our risk management systems and processes, we are well positioned to anticipate, detect and ultimately adapt to future changes and strengthen our financial processes. We

Figure 9: Process for determining the inclusion of climate-related disclosures in financial statements



Source: Climate-related and other emerging risks disclosures: assessing financial statement materiality using AASB/IASB Practice Statement 2

are planning for possible impacts into the future and aligning relevant assumptions into our operational and financial systems. To further understand the potential financial impacts associated with climate change, we will continue to build from previous preliminary financial mapping exercises and assessments and for future years we will begin to consider climate change disclosures in the financial statements of our Corporate Report. Climate change disclosures in the financial statements will be made with reference to the Australian Accounting Standards Board/International Accounting Standards Board Practice Statement 2 Making Materiality Judgements (PSA/PS 2) which summarises the best practice interpretation of materiality on climate change for directors, preparers and auditors. Refer to Figure 9 which outlines the factors directors,

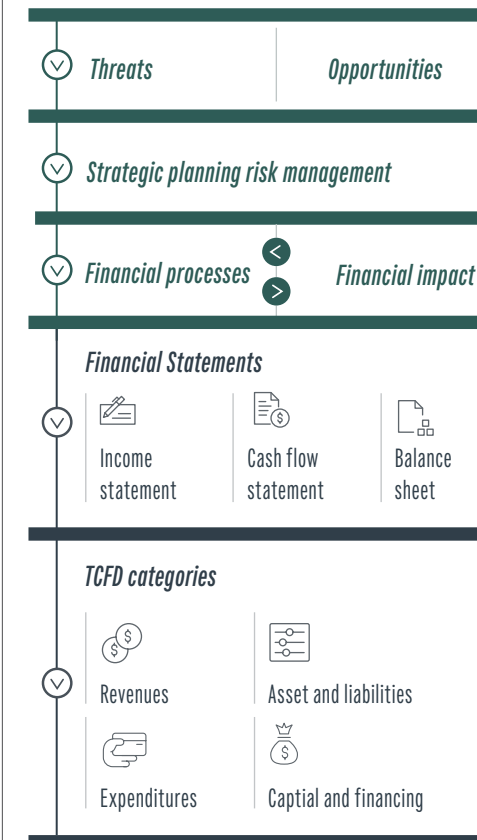
preparers and auditors will be considering in assessing whether the financial statement disclosures about the impact of climate-related risks on the assumptions are material.

Given the complexities in how climate change relates to our financial systems, processes and reporting requirements over longer-term horizons, work will continue to progress on our systems, processes, and financial statement disclosures in FY22 and beyond.

#### Financial impact mapping and impact of studies

The TCFD'S four major financial categories have been mapped in a preliminary exercise against a range of potential climate-related impacts on our business, and are also incorporated into our asset-specific climate risk assessments.

Figure 10: Integration with finance processes



Research and discussions with external advisors suggest the areas of potential impact may include impairment, provisions and contingent liabilities as well as expenses. We will continue to analyse and report on the financial impacts of climate change and gain a better understanding of the relevant impacts. Future studies will include modelling of adaptation measures and associated lifecycle, maintenance cost relating to physical impacts, as well as broader network impacts during extreme weather events.



# 4. Risk management

## 4.1 Climate change risk management

Climate change (as a broad topic) is considered a strategic business risk and is embedded across the business and our broader strategic risk response (refer to the Corporate Report risk management section). Our 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, in turn ensuring 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 series of risk guidelines and risk appetite statements relating to key risk and business performance indicators support the ERM Framework.

A specific guideline for managing climate-related risk and adaptation is currently being developed, which will inform the roll out of consistent asset-specific adaptation plans across each market over the coming years. The guideline will align with our current climate change risk management process and form an integral part of our ERM approach, outlined in Figure 11.

Given climate change risk continues to evolve over time, it is essential to monitor emerging trends, our climate-related metrics, and changes in regulatory environments. This will ensure our scenario assumptions and impact assessments

are relevant, and we are using the most up to date available information for development of future case studies and modelling. A holistic review of scenarios, including relevant assumptions and potential impacts, will be completed every two to three years. The next review will take place in FY22.

We have identified four strategic climate-related threats and two strategic climate-related opportunities which inform our Climate Change Framework. Climate-related operational risks, which apply 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 and consider the relevant climate scenarios and priorities identified through the Climate Change Framework.

For new assets, there are contractual requirements to undertake a climate change risk assessment, consider the impact of design and construction on the environment, and achieve third-party sustainability performance ratings.

In Australia, all major projects are required to achieve at least an 'Excellent' IS rating through design and construction. The IS rating tool is facilitated by the Infrastructure Sustainability Council of Australia (ISCA), and benchmarks best practice sustainability standards on infrastructure assets across planning, design,

construction and operation phases. Specific requirements for climate risk and adaptation are included in the tool, which drives projects to deliver innovative and resilient infrastructure under a worst-case scenario of approximately four degrees of global warming by 2100. In North America, we have committed to achieving 'Envision' sustainability ratings from the Institute for Sustainable Infrastructure for three current major projects (Fredericksburg Extension, 495 Northern Extension and Maryland Express Lanes).

Through integration of climate-related risk as a part of our risk management systems and processes, we are well positioned to anticipate, manage and ultimately strengthen the resilience of our business into the future.

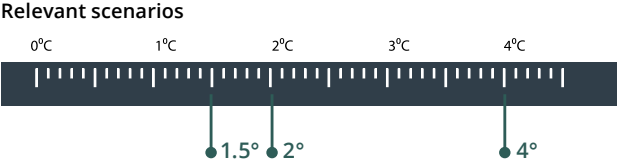

Figure 11: Climate Change Risk Management Process

<b>1. Risk appetite—Confirm the boundaries</b>	Review climate change framework and supporting risk guidelines
<b>2. Plan—Set the context</b>	Engage a multi-disciplinary team and summarise relevant data and trends (considering multiple climate-change scenarios)
<b>3. Identify—What are the risks</b>	Identify relevant short, medium and long-term risks covering both the physical and transition impacts (where relevant)
<b>4. Assess—Analyse and evaluate</b>	a. Complete an initial assessment to estimate the likelihood, impacts, consequence and risk rating including existing controls b. Undertake further assessments to measure possible climate impacts (qualitative or quantitative) c. Aim to identify the financial and non-financial impacts of the risks
<b>5. Manage—Address the risks</b>	Consider the timing of each risk and develop a set of actions and controls
<b>6. Monitor / Review—Validate and improve</b>	Review and update risks on an ongoing basis
<b>7. Communicate—Share the risks</b>	Engage with stakeholders and support regular reporting
<b>8. Audit and assurance—Test and confirm</b>	a. Use scenario analysis to test sensitivity and resilience of controls under future climate conditions b. Test that our controls are operating correctly c. Complete an annual review of strategic and operational climate-related risks to ensure alignment

## 4.2 Managing individual climate-related strategic risks

The strategic risk themes outlined below highlight the most material and relevant potential impacts to our organisation and business operations, considering multiple climate change scenarios. The risks have been assessed considering the medium to 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. Each of these risks are supported by more detailed control and management measures across the organisation and specific assets where applicable. A summary of our response to each risk is provided in Table 2 below.

**Table 2: Our strategic climate-related risk response**

Risk description and rating	Potential business impacts	Our management response and future focus areas	Relevant scenario, timeframe and financial category*
<b>Threats</b>			
<p>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</p> <p><b>Current risk rating:</b> <i>medium</i></p>	<ul style="list-style-type: none"> <li>Changes to infrastructure approval and concession deed requirements</li> <li>Increased capital expenditure and operating costs</li> <li>Increased risk of litigation associated with emissions and our contribution to climate change</li> <li>Introduction of more stringent lending requirements</li> <li>Community concern related to emissions affect travel and choice of transport method</li> <li>Supply chain is impacted by global carbon pricing and resource constraints</li> </ul>	<p>Ongoing monitoring, reporting and review of this risk is a critical part of our response, given the likelihood and consequence of this risk rapidly changing (for example if a carbon tax was introduced).</p> <p>Current progress and continued areas of focus include:</p> <ul style="list-style-type: none"> <li>Transition to net zero: we continue to reduce our environmental impact with a focus on operational emissions, switching to renewable energy through initiatives such as PPAs – the first of which came online in FY21 – and ongoing review of opportunities to reduce embodied GHG emissions in materials such as concrete and asphalt across the lifecycle of our assets.</li> <li>Progressing our sustainable procurement program and engagement with our suppliers. In FY21, we started to engage with key suppliers to understand their carbon and energy footprint and approach to managing climate risk.</li> <li>Monitoring climate-related and environmental-related legal cases, broader media and community rhetoric.</li> <li>Continuing to benchmark our projects and asset sustainability performance against robust, third party standards. We are implementing infrastructure sustainability rating tools across our major projects in Australia (IS Rating Scheme) and North America (Envision). In FY21, one IS Design rating and two IS As Built ratings were awarded in New South Wales, and we continued to pursue an Envision rating for our Fredericksburg Extension project in the USA. We also commenced an IS Operational rating on the Hills M2 Motorway to strengthen the sustainability performance of this mature operational asset.</li> <li>Monitoring a range of metrics related to sustainability performance, to continue to strengthen our understanding of our impact and exposure to current and emerging climate-related policies and government commitments.</li> </ul> <p>Future work will explore engagement opportunities with government partners and industry to understand potential future changes to climate-related regulations and possible wider network impacts across the markets where we currently operate.</p>	<p><b>Relevant scenarios</b></p>  <p><b>Relevant timeframe</b></p>  <p><b>Relevant financial category</b></p> <p>Revenues, Expenditures, Assets and Liabilities, Capital Financing</p>

**Risk description and rating**

**Potential business impacts**

**Our management response and future focus areas**

**Relevant scenario, timeframe and financial category\***

**Threats**

Increase in incidence of severe weather events and average temperature affects life-cycle planning, disrupts operations, and increases operating costs

**Current risk rating:**  
*medium*

- 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 affected in extreme weather events (water over road, reduced visibility)
- Disruption to asset lifecycle, causing delays and possibly increasing funding allocation

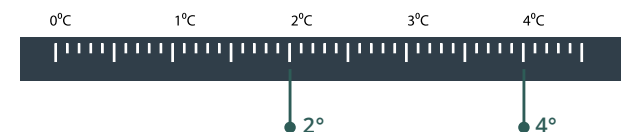
Our assets are designed and delivered in accordance with best practice and state mandated specifications which address weather-related impacts. As a result, our assets have a strong level of resilience incorporated into the design. Refer to Section 4.3 for further detail on potential infrastructure impacts and our response. This risk is rated as medium due to the long-term potential impacts which could occur as weather conditions change and extreme weather events worsen.

In addition to the inherent design of our assets, our continued management response includes:

- Continuous monitoring of asset performance, implementation of preventative and regular maintenance schedules and ongoing asset inspections.
- Becoming a Founding Member of the Materials Embodied Carbon Leaders Alliance (MECLA) to drive the implementation of lower emission materials and strengthen asset resilience into the future through improved technologies and trialling alternative products.
- Where feasible, increasing the use of lower-carbon materials on current and new assets.
- Capturing existing and emerging risks and applying mitigation measures via our HSE management, and risk management systems, and processes.
- Applying our road safety approach – this includes road safety action plans and performance measurement (refer to the Customer section of the Corporate Report).
- Undertaking ongoing lifecycle planning processes for individual assets.
- Conducting climate-related risk reviews to ensure emerging trends, threats and opportunities are captured.

We plan to develop a specific guideline for asset-specific climate risk and adaptation (FY22) and a business-wide training module (FY23).

**Relevant scenarios**

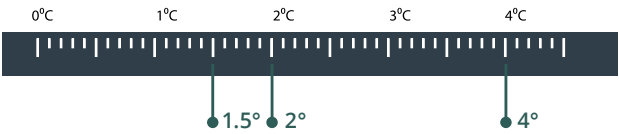

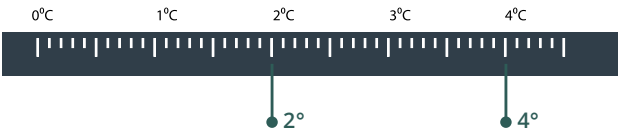



**Relevant timeframe**



**Relevant financial category**

Revenues, Expenditures, Assets and Liabilities, Capital Financing

Risk description and rating	Potential business impacts	Our management response and future focus areas	Relevant scenario, timeframe and financial category*
<b>Threats</b>			
<p>Macroeconomic/ land use changes, caused by climate policy, and severe weather events, altered city travel patterns, development opportunities, and toll road use impacting traffic models and revenue</p> <p><b>Current risk rating:</b> <i>low</i></p>	<ul style="list-style-type: none"> <li>Economic growth slows and affects future development/ growth opportunities</li> <li>Reduction in long-term revenue as city travel patterns shift as a result of climate impacts</li> </ul>	<p>We expect that Australian and North American macroeconomic conditions will be affected by climate change, and in turn be affected by changes across city planning, supply chains (such as freight and transport) and economic growth. The timing and extent of this risk is still uncertain. These changes will be significantly influenced by a range of factors including national and global climate policies, changes to insurance and city planning, and the rate in which Australia and North America transition to renewables.</p> <p>The current risk rating is low, and it is considered material because it relates to our strategic traffic models, valuation processes, and investment opportunities.</p> <p>We continue to explore the potential to develop a long-term economic climate scenario model, which would consider a range of changes caused by both transition and physical impacts. Given the level of uncertainty and complexity in developing this model, we expect this to evolve over a number of years.</p>	<p><b>Relevant scenarios</b></p>  <p><b>Relevant timeframe</b></p>  <p><b>Relevant financial category</b></p> <p>Revenues, Expenditures, Assets and Liabilities, Capital Financing</p>
<p>Access to and use of our network is impacted during extreme weather events and in periods of extended rain/heat</p> <p><b>Current risk rating:</b> <i>medium</i></p>	<ul style="list-style-type: none"> <li>Changes to toll revenue</li> <li>Changes to traffic patterns and forecasts</li> <li>Impacts on customer safety</li> </ul>	<p>From our initial assessments, we understand the extent of this impact and potential opportunities are mainly related to behaviour and travel pattern changes during extreme weather events (such as torrential rain) and the surrounding road network's level of resilience.</p> <p>A study conducted in FY21 (refer to page 15 for further detail) investigated the potential long-term changes to customer driving behaviour due to extreme weather and subsequent impacts on toll revenue. Based on the findings, 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.</p> <p>We are also actively monitoring the development and implementation of resilience and adaptation plans for surrounding networks and will work with government partners to help improve overall city resilience.</p>	<p><b>Relevant scenarios</b></p>  <p><b>Relevant timeframe</b></p>  <p><b>Relevant financial category</b></p> <p>Revenues, Expenditures, Assets and Liabilities, Capital Financing</p>



Risk description and rating	Potential business impacts	Our management response and future focus areas	Relevant scenario, timeframe and financial category*
<b>Opportunities</b>			
<p>Showcase our leadership in climate-risk management to open new market opportunities, strengthen relationships with existing government partners, and capitalise on innovation opportunities</p> <p><b>Current opportunity rating:</b> <i>high</i></p>	<ul style="list-style-type: none"> <li>• New market opportunities</li> <li>• Favourable lending rates</li> <li>• Increased trust and reputation with community and other key stakeholders</li> <li>• Partnership opportunities for research and innovation</li> </ul>	<p>Transurban's Sustainability Strategy is aligned with the UN SDGs and aims to drive transformative outcomes across the business. The Strategy includes specific objectives relating to energy efficiency, GHG emission reduction, and climate risk management, and is reported through our annual Corporate Reporting suite and UN SDGs Progress Report (page 30 of this supplement).</p> <p>We also actively engage and partner with our supply chain, government partners, and industry to enhance sustainability outcomes for our projects, assets, and communities. An example is the establishment of a Sustainability Governance Group between Transurban and Ventia, to strengthen and enhance sustainability outcomes across operations on the assets. An initiative that arose from the group in FY21 was the procurement of an electric truck mounted attenuator (TMA) vehicle, which will be the first of its kind globally and an important step in the electrification of heavy operational vehicles.</p> <p>The WestConnex M4-M5 Link project is using high supplementary cementitious material (SCM) content in concrete mixes, with an average of 32% SCM use in concrete compared to the 5% project-specific target. As a result of selecting lower-emission concrete blends the project has saved around 66,000 tonnes of CO2e. This is around a 31% GHG emission reduction saving compared to the business as usual base case. WestConnex's M8 achieved a similar carbon reduction footprint during construction, with savings of around 65,000 tonnes of CO2e. This equated to around a 25% GHG emission reduction saving compared to the business as usual base case.</p>	<p><b>Relevant scenarios</b></p>  <p><b>Relevant timeframe</b></p>  <p><b>Relevant financial category</b></p> <p>Revenues, Expenditures, Assets and Liabilities, Capital Financing</p>
<p>Take proactive steps to reduce Scope 1, 2 and 3 greenhouse gas emissions and customer emissions, and transition to Net Zero</p> <p><b>Current opportunity rating:</b> <i>high</i></p>	<ul style="list-style-type: none"> <li>• Mitigate impacts associated with any carbon taxes and fluctuations in pricing</li> <li>• Reduce operating expenditures (energy)</li> <li>• Demonstrated leadership in sustainability</li> <li>• Improved trust and reputation with stakeholders</li> </ul>	<p>This opportunity is relevant to all future scenarios and mitigates a number of possible climate related impacts referenced above, for example:</p> <ul style="list-style-type: none"> <li>• Increased price of energy (electricity and fuel).</li> <li>• Changes to infrastructure approval and future concession deed requirements.</li> <li>• Increased risk of litigation associated with emissions and contribution to climate change.</li> <li>• Introduction of more stringent lending requirements related to carbon management and climate change.</li> <li>• Disruption to power supply, possibly leading to increased operating costs and increased likelihood of blackouts.</li> <li>• Supply chain impacts associated with global carbon policies.</li> </ul> <p>Key highlights from FY21, along with targets and metrics that form part of our strategy are discussed in more detail in the SDG Progress Report section of this Supplement, including:</p> <ul style="list-style-type: none"> <li>• Energy reduction through progress towards our 10 in 10 target.</li> <li>• Commencement of our NSW PPA in late FY21 signalling a significant shift towards renewable energy use.</li> <li>• A commitment to low-carbon materials and net zero construction for the Maryland Express Lanes project.</li> <li>• Completing an eco-driving trial in QLD demonstrating how road transport emissions can be reduced through driver education (as part of our response to reducing customer emissions).</li> </ul>	<p><b>Relevant scenarios</b></p>  <p><b>Relevant timeframe</b></p>  <p><b>Relevant financial category</b></p> <p>Revenues, Expenditures, Assets and Liabilities, Capital Financing</p>

\* Financial category aligns with Figure 10 and the TCFD categories, based on high-level financial impact mapping

–Case study–

# Possible long-term physical impacts in North America

Assessed six different physical climate-related impacts

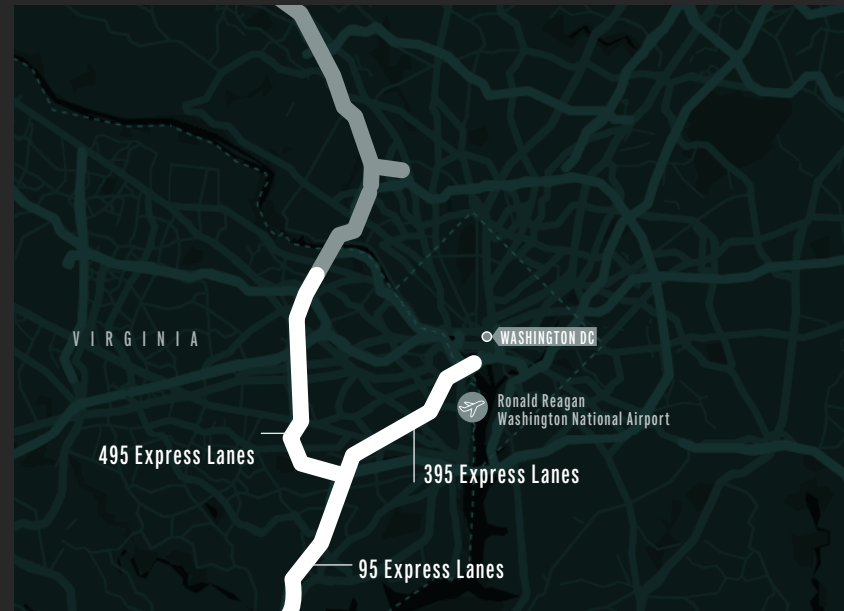
Assessed potential impacts from 2021 to 2090

Assessed RCP2.6, 4.5 and 8.5 scenarios



**A25\*, Montreal**

	Threat	Opportunity
Sea level rise		
Drought	L	
Increased average temperatures	L	
Ice and snow		L
Increased intensity of storms and rainfall	M	
More frequent heat waves	L	



**95 and 395\*, Greater Washington Area**

	Threat	Opportunity
Sea level rise		
Drought	L	
Increased average temperatures	L	
Ice and snow		L
Increased intensity of storms and rainfall	L	
More frequent heat waves	L	

**495\*, Greater Washington Area**

	Threat	Opportunity
Sea level rise		
Drought	L	
Increased average temperatures	L	
Ice and snow		L
Increased intensity of storms and rainfall	L	
More frequent heat waves	L	

## Outline and key findings

A study enhancing our historical climate risk assessments has been undertaken across Australia and North America, to further understand and define asset-specific climate-related physical impacts across the different markets where we operate. The methodology aligned with our ERM Framework, our Climate Change Risk Management process and the TCFD recommendations.

Climate-related risk report cards for each asset have been developed which outline potential risks and opportunities associated with a range of different short, medium and longer-term time horizons and climate-related scenarios across RCP2.6, 4.5 and 8.5 respectively.

The figure to the left shows a snapshot of the overall climate-related physical residual risk profile across our North American market to 2070, in alignment with RCP8.5 scenario. There are clear differences across the potential future climatic trends in Montreal and the Greater Washington Area. The most prominent climate-related risk observed on the A25 is increased intensity of storms and rainfall. On the 495, 95 and 395 Express Lanes, drought and the increased intensity of storms and rainfall have similar potential impact in the noted timeframe, however at a lower risk profile than the A25. Further work will be undertaken to explore these risk and opportunities, associated control measures and future adaptation pathways.

This broader study undertaken across Australian and North American assets will ultimately inform the priority of future asset-specific adaptation plans.

Case study above has been developed in collaboration with Point Advisory.

\* Projected potential physical residual climate-related impacts to 2070, under an RCP8.5 scenario, with 'L' referring to low threat or opportunity and 'M' referring to medium threat or opportunity

### 4.3 Possible long-term climate-related physical risk for asset components

We have analysed possible long-term impacts across individual asset components using the most extreme projections aligned with a 4°C scenario and considered potential impacts likely to occur from now until 2090. The extreme climate projections align with industry accepted data published by the IPCC and align with RCP8.5 projection data. The assessment combines market-specific data which captures differences across asset locations and the broader markets where we operate.

A long-term timeframe and extreme scenario have been used given the forecast useful life of infrastructure assets, our long operational concession periods, and the opportunity to capture and prepare for worst-case climatic changes. These potential long-term impacts and control measures will be incorporated into asset-specific adaptation plans over the coming years. Table 3 summarises the possible long-term impacts, current controls and any short-term actions required to better understand or manage each respective risk. This information informs part of our climate risk management process and broader Climate Change Framework.

**Table 3: Potential long-term impacts and actions**

	Summary of projections <sup>1</sup>	Temperature increases <sup>2</sup>	Extreme weather events <sup>3</sup>	Drought <sup>4</sup>	Sea level rise <sup>5</sup>	Examples of current controls	Actions into the future (FY22-24)
Asset components	Structures (bridges and road) and surfacing	<ul style="list-style-type: none"> <li>Accelerated deterioration of exposed surfaces and structures</li> </ul>	<ul style="list-style-type: none"> <li>Storm surge causing damage to structures and footings</li> <li>Accelerated deterioration of exposed surfaces and structures</li> </ul>	<ul style="list-style-type: none"> <li>Subsidence following drought reduces soil stability and impacts structures</li> <li>Potential fire damage to road surfaces</li> </ul>	<ul style="list-style-type: none"> <li>Increased salinity leads to corrosion of structures and materials</li> <li>Permanent inundation of footings and low-lying structures</li> <li>Destabilisation due to scour</li> </ul>	<ul style="list-style-type: none"> <li>Existing design standards (for example design for one in 100-year flood)</li> <li>Management plans and monitoring procedures and systems in place for structural deterioration, changes, or disruption</li> <li>Preventative and regular maintenance schedules</li> <li>Asset-specific lifecycle models in place</li> </ul>	<ul style="list-style-type: none"> <li>Progressively implement asset-specific adaptation plans from FY22</li> <li>Explore opportunities for smart monitoring and advanced systems</li> </ul>
	Roadside/landscaping	<ul style="list-style-type: none"> <li>Impacts to plant health</li> <li>Accelerated wear of surface coatings (eg paint)</li> </ul>	<ul style="list-style-type: none"> <li>Landslides and erosion</li> <li>Damage to vegetation plantings</li> <li>Hail damage to roadside furniture</li> </ul>	<ul style="list-style-type: none"> <li>Landslides and erosion</li> <li>Impacts to plant health</li> </ul>	<ul style="list-style-type: none"> <li>Flooding and damage to vegetation</li> </ul>	<ul style="list-style-type: none"> <li>Management plans, inspections, preventative and regular maintenance schedules</li> <li>Investigations into alternative, more resilient construction materials</li> <li>Existing design standards</li> </ul>	<ul style="list-style-type: none"> <li>Progressively implement asset-specific adaptation plans from FY22</li> <li>Continued investigations into alternative, more resilient construction materials</li> </ul>

<sup>1</sup> 4°C scenario aligned with RCP8.5 projection data

<sup>2</sup> Increase in average temperatures and more frequent occurrence of heat waves

<sup>3</sup> Increased intensity and volatility of storms including hail, lightning, wind and rainfall

<sup>4</sup> Decrease in annual rainfall resulting in extended periods of drought and subsequent increase in fire danger

<sup>5</sup> Rising sea levels as polar icecaps melt

Monitoring only – no further action required

Further action required to confirm possible exposure

	<b>Summary of projections<sup>1</sup></b>	<b>Temperature increases<sup>2</sup></b>	<b>Extreme weather events<sup>3</sup></b>	<b>Drought<sup>4</sup></b>	<b>Sea level rise<sup>5</sup></b>	<b>Examples of current controls</b>	<b>Actions into the future (FY22-24)</b>
<b>Asset components</b>	Drainage	<ul style="list-style-type: none"> <li>Accelerated deterioration of exposed drainage surfaces and structures</li> </ul>	<ul style="list-style-type: none"> <li>Reduced capacity of drains as a result of rainfall and surrounding system overload</li> <li>Localised flooding on the network</li> </ul>	<ul style="list-style-type: none"> <li>Sediment build up as average rainfall decreases</li> <li>Potential fire damage to drainage surfaces and structures</li> </ul>	<ul style="list-style-type: none"> <li>Reduced capacity of drains as a result of water backflow</li> </ul>	<ul style="list-style-type: none"> <li>Existing design standards</li> <li>Incident response and road safety management processes</li> <li>Preventative and regular maintenance schedules</li> </ul>	<ul style="list-style-type: none"> <li>Progressively implement asset-specific adaptation plans from FY22</li> <li>Model longer-term impact associated with rainfall and extreme weather events across the broader networks</li> </ul>
	Technology/electrical	<ul style="list-style-type: none"> <li>Failure of equipment in extreme heat and due to temperature fluctuations</li> </ul>	<ul style="list-style-type: none"> <li>Failure of equipment due to blackouts or damage from lighting/power surge</li> </ul>	<ul style="list-style-type: none"> <li>Potential fire damage to Intelligent Transport System (ITS) components</li> </ul>	<ul style="list-style-type: none"> <li>Potential damage to ITS components</li> </ul>	<ul style="list-style-type: none"> <li>Existing design standards and broader design considerations (for example location of equipment being east or west facing)</li> <li>Ruggedised roadside equipment types are considered for newer installations</li> <li>Essential supplies for majority of our assets are backed by UPS (un-interruptible power supply) and generators</li> <li>Temperature monitoring and automatic alarms are enabled at mission critical systems such as tolling technical shelters</li> </ul>	<ul style="list-style-type: none"> <li>Progressively implement asset-specific adaptation plans from FY22</li> </ul>

<sup>1</sup> 4°C scenario aligned with RCP8.5 projection data

<sup>2</sup> Increase in average temperatures and more frequent occurrence of heat waves

<sup>3</sup> Increased intensity and volatility of storms including hail, lightning, wind and rainfall

<sup>4</sup> Decrease in annual rainfall resulting in extended periods of drought and subsequent increase in fire danger

<sup>5</sup> Rising sea levels as polar icecaps melt

Monitoring only – no further action required

Further action required to confirm possible exposure



# 5. 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 form part of our overall approach to climate-risk management and support performance in line with our Climate Change Framework. Other sustainability metrics (such as water use, road injury crash index, diversion from landfill) are referenced throughout the rest of the Corporate Reporting suite, including the Sustainability Performance Data section of this supplement. As further work is completed and our approach to climate change evolves, further metrics may be added, and some may be changed or removed.

**Table 5.1 Climate-related metrics**

Metric	Unit of measure	FY19	FY20	FY21	Trend	Metric type	Financial category	Commentary
<b>Threat 1: Climate change awareness and policies impact operation, reputation and financial performance</b>								
T 1.1 Degree of alignment with government partner climate change policies	Weak/ Moderate/ Strong	Moderate	Strong	Strong	—	Improve	Assets and Liabilities	Well-aligned with the growing ambition in this area
<b>Threat 2: Severe weather affects assets lifecycle and disrupts operations</b>								
T 2.2 Number of recordable heat-related injuries that have occurred (Transurban employees and contractors) <sup>1</sup>	Number	0	0	0	—	Monitor	Assets and Liabilities	Zero related injuries since FY19
T 2.3 Assets with current climate risk assessments	%	80%	80%	100%	↑	Improve	Assets and Liabilities	North American assets assessed at high level in FY21
<b>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</b>								
T 3.1 Average workday travel-time savings	Hours	374,000	339,000	376,000	↑	Monitor	Assets and Liabilities	Positive uplift in travel-time savings
T 3.2 Customer GHG emission savings <sup>2</sup>	tCO <sub>2</sub> e	2,373	2,371	2,475	↑	Monitor	Assets and Liabilities	Moderate increase in FY21

**Opportunity 1: Demonstrate sustainability leadership**

O 1.1 CDP score <sup>3</sup>	Rating	Did not participate	C	A-	↑	Improve	Assets and Liabilities	Scoring uplift reflects our ongoing climate change management efforts
O 1.2 Cumulative weighted average Infrastructure Sustainability rating score <sup>4</sup>	Points	79.7	80.2	76.5	↓	Improve	Assets and Liabilities	Equivalent to a 'Leading' rating average (≥ 75 points)

**Opportunity 2: Reduce emissions and move towards carbon neutrality**

O 2.1 Scope 1 emissions	tCO <sub>2</sub> e	3,393	4,391	4,748	↑	Improve	Assets and Liabilities, Expenditure	Emissions increased in FY20 and FY21 due to significant growth in our asset base
O 2.2 Scope 2 emissions	tCO <sub>2</sub> e	118,953	135,426	192,990	↑	Improve	Assets and Liabilities, Expenditure	As above
O 2.3 Scope 1 and 2 emissions intensity <sup>5</sup>	tCO <sub>2</sub> e/\$m revenue	46.3	55.7	87.3	↓	Monitor	Assets and Liabilities, Expenditure	Intensity increased in FY21 as new assets came online and tolling revenue decreased
O 2.4 Scope 3 emissions <sup>6</sup>	tCO <sub>2</sub> e	503,423	634,566	425,466	↓	Improve	Assets and Liabilities, Expenditure	Emissions decreased as major projects completed
O 2.5 Cumulative embodied GHG emission savings from major projects <sup>7</sup>	tCO <sub>2</sub> e	304,000	304,000	644,000	↑	Improve	Assets and Liabilities, Expenditure	Additional data became available this year as IS ratings completed
O 2.6 Cumulative materials savings from major projects <sup>7</sup>	Tonnes of concrete	58,000	58,000	234,000	↑	Improve	Assets and Liabilities, Expenditure	Additional data became available this year as IS ratings completed
	Tonnes of asphalt	204,000	204,000	209,000	↑			
	Tonnes of aggregate	120,000	120,000	130,000	↑			

1 Heat-related injuries 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 Customer time and GHG savings are based on travel conditions on each toll road (distance, time, speed, fuel efficiency), compared with un-tolled alternative routes for each. See page 55 for methodology. Annual GHG savings are aggregated based on monthly totals, and include some assumptions for un-weighted averages of vehicle class mix, fuel type and travel speed for the month. Climate change may lead to increased risk of road network impacts including physical risks (e.g. heat or rainfall events) or transition risks (e.g. long-term changes to transport and infrastructure policy and demand). Travel time savings of Transurban roads may provide a long-term indicator of increased resilience of our toll road networks, relative to alternative routes which may not have climate risk and adaptation planning in place

3 Transurban "A-" grading is within the "Leadership" band in the CDP reporting scheme

4 Average verified IS Rating score of all projects to date, weighted by project capital cost. Design rating scores are replaced by As Built scores and may vary as each project moves through the two-phase IS Rating process

5 To determine Scope 1 and 2 emissions intensity, total revenue has been extracted from the profit and loss statement in corresponding years

6 Scope 3 emissions include the impacts of our supply chain purchases, major project construction, as well as corporate Scope 3 emissions associated with fuel, electricity, waste and business travel. Scope 3 emissions are expected to fluctuate year-on-year mostly with variation in construction activities, which are our largest Scope 3 emissions source. Customer emissions are not included in our Scope 3 emissions - this is consistent with guidance from the GHG protocol

7 GHG savings and materials savings are from efficiencies in design and construction activity and the use of lower-embodied emission materials. Figures are based on Australian major project IS ratings, which measure reductions achieved from a 'Base Case' (initial design) through to 'Actual Case' (final project with sustainability initiatives implemented). Figures reported in each year are cumulative totals of all projects with completed ratings. Each project completes a 'Design' rating followed by an 'As Built' rating. Cumulative figures are updated to reflect the latest available rating for each project

## 5.2 GHG and energy targets and progress

### Scope 1, 2 and 3 emission reduction targets

We have short and long-term GHG emissions reduction targets and are reducing impacts associated with our direct operations and supply chain:

#### Our business

Achieve net zero across Scope 1, 2 and 3 GHG emissions by 2050  
Reduce our absolute Scope 1 and 2 GHG emissions by 50% by 2030 (tCO<sub>2</sub>e)  
Achieve 10% energy efficiency savings by 2023 (2013 baseline), target savings 56,366 GJ

#### Our major projects

Reduce the carbon intensity of our major projects by 55% by 2030 (Scope 3 tCO<sub>2</sub>e from major projects, per \$M project capital cost)

#### Our supply chain

Reduce the carbon intensity of the goods and services we purchase from suppliers by 22% by 2030 (Scope 3 tCO<sub>2</sub>e from supplier spending, per kilometer travelled on our roads as a measure of our business output)

#### Across FY20 and FY21 our Scope 1 and 2 GHG emissions increased in line with significant growth in our asset base.

Energy efficiency ensured total emissions were below business as usual (BAU) forecast, however the May commencement of our first NSW PPA resulted in higher than planned FY21 emissions with full reductions now to be realised in FY22. We remain confident of achieving our science-based 50% GHG emission reduction target by 2030.

#### Our first NSW PPA began providing renewable energy in May 2021 with our second NSW PPA and QLD PPA expected to be generating by mid-FY22

Once fully generating, our NSW and QLD PPAs are forecast to reduce overall GHG emissions by 65%. We continue to explore renewable energy opportunities across other markets and for all new assets.

#### Overall energy consumption increased significantly in FY21 as a result of new assets coming online.

Ventilation optimisation, lighting and tolling upgrades remain a focus on our existing asset base, with associated annual energy consumption decreasing across these assets.

#### Our 10 in 10 energy-reduction program has now delivered 15,390 GJ of energy savings to date across existing assets.

We continue to review opportunities and deliver energy efficiency projects as we move towards meeting our 10% energy savings target.

Figure 12: Scope 1 and 2 GHG emissions and expected reduction forecast

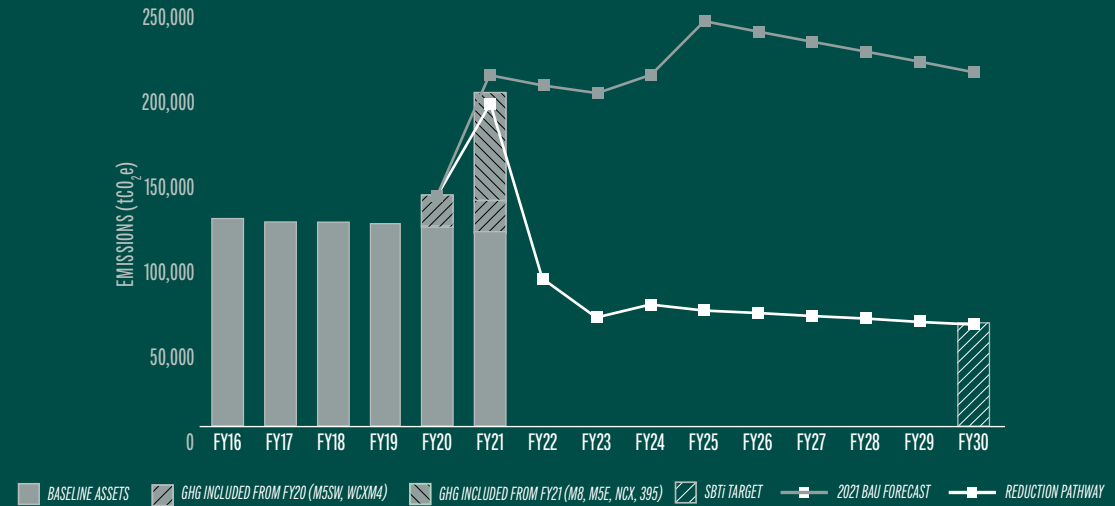
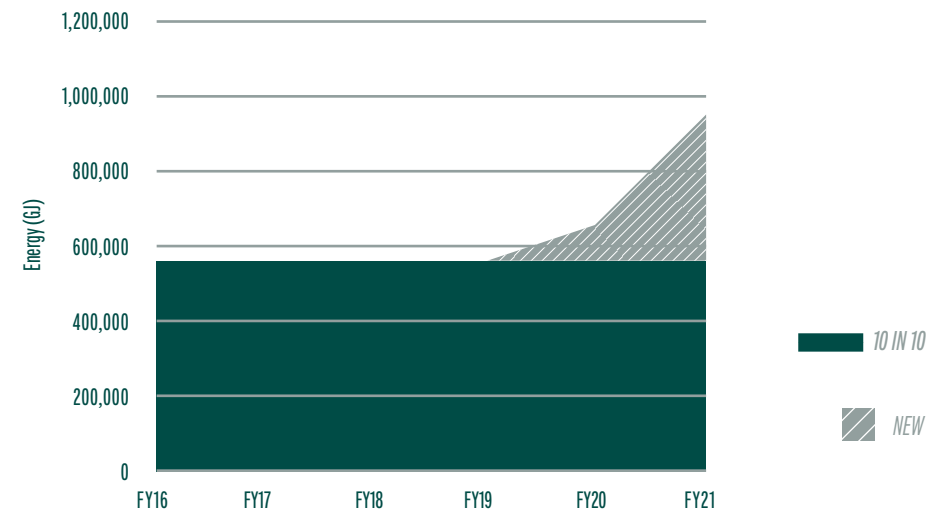
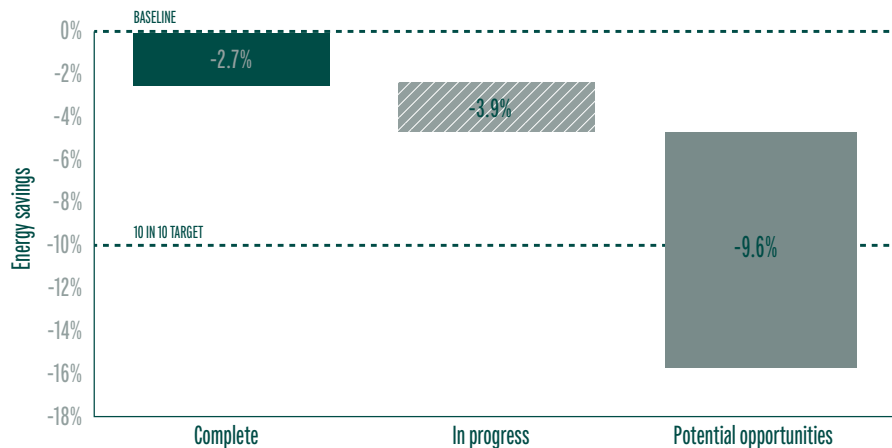


Figure 13: Energy consumption and impact of new assets outside '10 in 10' target



## Energy efficiency initiatives

Figure 14: Progress to 10% energy efficiency savings by 2023 (2013 baseline)



To date, 14 energy efficiency projects have been implemented, delivering total annual energy savings of 15,390 GJ, or 2.7% of our 10% energy efficiency target. Multi-year energy efficiency projects with associated energy savings totalling a further 3.9% are in various stages of planning and delivery. Throughout FY21, several key lighting upgrade and ventilation optimisation projects progressed through technical feasibility and planning phases and are set for delivery in FY22-23.

We continue to evaluate a pipeline of potential energy efficiency opportunities representing a further 9.6% energy savings, seeking to align delivery of these projects with existing asset lifecycle models.

### Decoupling growth from GHG emissions with renewable energy

Total energy consumption and associated GHG emissions increased 45% in FY21 with significant new tunnel assets coming online (WestConnex M8 and NorthConnex). Our first renewable energy PPA in NSW began generating power in May 2021, with our second NSW PPA and our QLD PPA to be providing renewable energy from mid-FY22. These PPAs will see a significant shift towards renewable energy, decreasing our annual GHG emissions by 65% and decoupling our business growth from our carbon footprint. Transitioning to renewable energy across all our markets is a key step towards achieving our 2030 science-based targets.

### Supply chain engagement for Scope 3 success

To support the delivery of our Scope 3 reduction targets, we have introduced new GHG reporting requirements for our major suppliers. Supplier engagement and progress towards GHG targets will be monitored through their participation in CDP Supply Chain reporting, providing greater transparency and confidence in achieving our 2030 targets. We continue to work with our delivery partners on ensuring our major projects reduce their impact on the environment and reduce embodied carbon throughout the construction phase. NorthConnex and WestConnex M8 projects have achieved 'Excellent' and 'Leading' IS As-Built ratings from ISCA with the

WestConnex M4-M5 Link achieving a 'Leading' IS Design rating. Looking forward, the Maryland Express Lanes Project is committed to the use of low-carbon materials and achieving an Envision rating from the Institute for Sustainable Infrastructure, paving the way towards reducing the carbon intensity of our major projects.

We know that achieving our Scope 3 GHG reduction targets won't be easy and will require the collective effort of government and industry. In support of this, Transurban is participating as a founding member of MELCA, an alliance of over 60 major organisations coming together to drive reductions in embodied carbon in Australia's building and construction industry.

–Case study–

## Capturing energy savings with Kapsch



Working with global tolling technology provider Kapsch, we have achieved energy savings and GHG emission reductions through upgrades to new generation electronic tolling and traffic management equipment across several assets. Tolling upgrades delivered to date and planned across Gateway and Logan Motorways, Hills M2, M5 West, Eastern Distributor and CityLink will save 1,138 MWh of electricity and avoid nearly 1,000 tCO<sub>2</sub>e of GHG emissions each year.



# UN SDG Progress Report

*Transurban is committed to the United Nations Sustainable Development Goals (UN SDGs) which directly inform our Sustainability Strategy.*

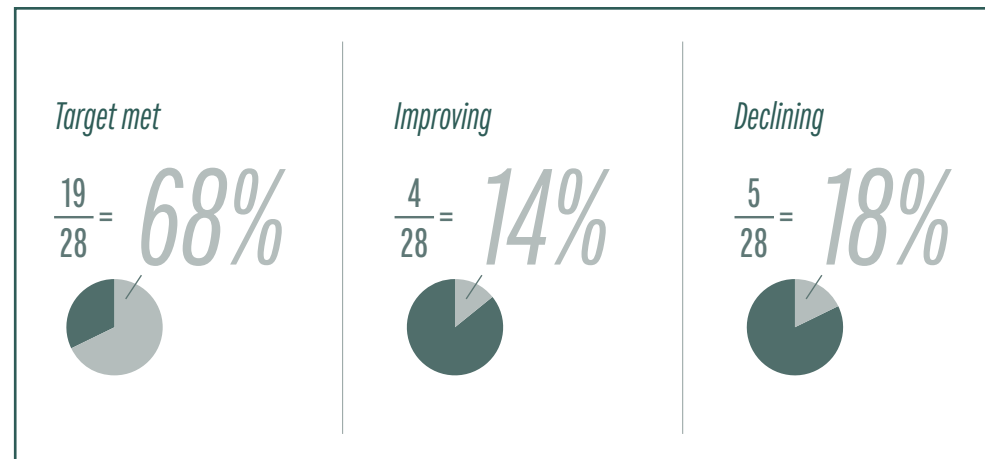
This Report details Transurban's FY21 progress against the nine UN Sustainable Development Goals (SDGs) that are particularly relevant to Transurban, as well as the associated targets and indicators that apply to our business. We believe more can be done to contribute to the SDG targets above and beyond the official indicator set. For this reason, we also list our own, Transurban-specific, indicators and targets and summarise our performance against these.

A summary of FY21 performance for each material SDG and trends towards 28 applicable targets - official and Transurban-specific - is provided in Figure 1 and Table 1 below.





*The sustainable development goals most relevant to our business*








*Figure 1: Summary of FY18-21 progress for SDG targets*



**Table 1: FY21 SDG performance summary**

SDG	Key FY21 initiatives and highlights	Key FY21 performance metrics (FY18-21 trend/target status)*	Performance metric comments	Overall performance trend to Goal
	<ul style="list-style-type: none"> <li>Continued building employee resilience and providing support during the COVID-19 pandemic</li> <li>Continued to apply our Road Safety Strategy aligned with the safe system approach, and continued employee capability and leadership initiatives</li> <li>Achieved strong performance with Road Safety Action Plan implementation</li> </ul>	<ul style="list-style-type: none"> <li>Road Injury Crash Index - 4.29 (✓)</li> <li>Road user fatalities – 6 (↘)</li> <li>Road Safety Action Plan completion rate – 94% (✓)</li> </ul>	Regrettably, road user fatalities increased from 3 in FY20 to 6 in FY21; the reason for this increase is not clear and includes events outside our direct control	Neutral
	<ul style="list-style-type: none"> <li>Placed in top 12 globally for gender equality (Equileap)</li> <li>Workplace Gender Equality Agency Employer of Choice for Gender Equality</li> <li>Maintained executive and workforce diversity but experienced a temporarily decline in Board diversity (see comment)</li> </ul>	<ul style="list-style-type: none"> <li>Board diversity – 80%M/20%F (↘)</li> <li>Executive diversity – 44%M/56%F (✓)</li> <li>Workforce diversity – 60%M/40%F (↗)</li> </ul>	<p>Overall workforce gender equity has improved for FY21 (from 62% male in FY20 to 60% in FY21) and equity has been achieved at the executive level with 5 of 9 positions held by females.</p> <p>Board diversity will improve in FY22 with two new female directors joining Transurban's Board</p>	Neutral
	<ul style="list-style-type: none"> <li>Commenced supply of renewable energy in May 2021 for NSW and WestConnex assets</li> <li>Installed 64kW of solar power at our Network Operations Centre in Brisbane</li> <li>Completed Queensland tolling upgrades, reducing annual energy consumption by 625 GJ and reducing GHG emissions by 141 tCO<sub>2</sub>e per annum</li> </ul>	<ul style="list-style-type: none"> <li>Installed renewable energy capacity – 230kW (↗)</li> <li>Proportion of energy purchased from renewables – 2.9% (↗)</li> <li>Energy efficiency savings to date – 2.7% (↗)</li> </ul>	Improving trend expected to be maintained into future as further renewable energy Power Purchase Agreements commence in FY22 for NSW and QLD	Improving
	<ul style="list-style-type: none"> <li>Maintained gender pay gap of no more than 1%</li> <li>Released Inaugural Modern Slavery Statement</li> <li>Substantially progressed implementation of our 'Innovate' Reconciliation Action Plan (RAP)</li> <li>Issued a Human Rights Policy</li> <li>Estimated annual average contribution of \$5.6B in economic benefits by Sydney's toll road network over the next 30 years</li> </ul>	<ul style="list-style-type: none"> <li>Gender pay gap - 1% (↗)</li> <li>Employee recordable injuries – 1 (✓)</li> <li>Contractor RIFR – 3.90 (✓)</li> <li>Average workday travel-time savings – 376,000 hrs</li> <li>Reconciliation Action Plan – 73% actions complete (↗)</li> </ul>	All targets met in FY21	Improving

\* FY18-21 performance metrics trend: N/A = no data or trend not applicable; ✓ = target met; — = no change; ↗ = improving; ↘ = declining. Not all targets are included in Key FY21 performance metrics

SDG	Key FY21 initiatives and highlights	Key FY21 performance metrics (FY18-21 trend/target status)*	Performance metric comments	Overall performance trend to Goal
	<ul style="list-style-type: none"> <li>Achieved three sustainability ratings for major projects in Australia – WestConnex M8 and M4-M5 projects, and NorthConnex</li> <li>Rated or committed to rating the sustainability performance of \$24.2B worth of projects to date</li> <li>Ordered (by our operations and maintenance partner Ventia) the world’s first electric truck mounted attenuator</li> </ul>	<ul style="list-style-type: none"> <li>Scope 1 and 2 absolute emissions – 197,738 tCO<sub>2</sub>e (↘)</li> <li>Scope 1 and 2 emissions per \$M revenue - 87.3 tCO<sub>2</sub>e (↘)</li> <li>Scope 3 emissions from purchased goods and services per Million VKT – 31.4 tCO<sub>2</sub>e (↘)</li> <li>Scope 3 emissions from capital projects per \$M capex - 129 tCO<sub>2</sub>e (↗)</li> </ul>	<p>Scope 1 and 2 absolute emissions increased significantly as new assets became operational (will decline in FY22 as we transition to renewable energy)</p> <p>Scope 3 purchased goods and services intensity increased due to a reduction in VKT and a small increase in emissions from this source compared to FY20</p> <p>Scope 3 capex emissions intensity decreased due to more rigorous sustainability requirements</p>	Improving
	<ul style="list-style-type: none"> <li>Provided \$10.1M in toll relief (over calendar 2020) to frontline workers and customers affected by COVID-19</li> <li>Fully implemented our Financial Inclusion Action Plan (FIAP)</li> <li>Achieved an almost 6% fuel consumption reduction in a Brisbane customer eco-driving trial</li> </ul>	<ul style="list-style-type: none"> <li>100% FIAP activities tracking to target (✓)</li> </ul>	Target met	Improving
	<ul style="list-style-type: none"> <li>Founding member of Materials Embodied Carbon Leaders Alliance (Australia)</li> <li>Achieved about 130,000 tCO<sub>2</sub>e emissions saving by portland cement (high carbon) substitution in concrete for two WestConnex projects</li> <li>Cumulative social procurement spend to date approximately \$1.3B (USA and Australia)</li> </ul>	<ul style="list-style-type: none"> <li>\$62.9M indigenous procurement spend to date (Australia)</li> <li>US\$ 922.5M spend to date on Disadvantaged Business Enterprises and Small, Women and Minority-owned businesses (USA)</li> </ul>	Australian indigenous procurement growing year-on-year	Neutral
	<ul style="list-style-type: none"> <li>Net zero by 2050 commitment</li> <li>Initial climate risk assessment undertaken for North American assets</li> <li>Model climate risk and adaptation management plan developed</li> <li>Achieved CDP A- leadership rating and recognised as a Supplier Engagement Leader</li> </ul>	<ul style="list-style-type: none"> <li>Percentage of existing assets assessed for climate risk - 100% (✓)</li> <li>Percentage of major projects under construction assessed for climate change risk – 67%; 2/3 projects (↘)</li> </ul>	Climate change risk assessment for the Fredericksburg extension project to be undertaken in FY22	Improving
	<ul style="list-style-type: none"> <li>Partnerships in place with more than 30 organisations covering SDG-related topics</li> <li>Extended our partnership with Neuroscience Research Australia (NeuRA) a further three years</li> <li>Founding member of the Materials Embodied Carbon Leaders Alliance (comprises more than 60 building and infrastructure organisations)</li> </ul>	No metrics have been established for this SDG	Not applicable	Neutral

\* FY18-21 performance metrics trend: N/A = no data or trend not applicable; ✓ = target met; — = no change; ↗ = improving; ↘ = declining. Not all targets are included in Key FY21 performance metrics



## SDG 3—Good Health and Wellbeing

Official UN SDG targets	UN SDG indicators relevant to Transurban	Key FY21 Transurban initiatives and commentary	Additional Transurban indicators
<i>Relevance to Transurban</i>	<i>FY21 performance data (target/trend<sup>1</sup>)</i>		<i>FY21 performance data (target/trend)</i>
<p>3.4 <u>By 2030<sup>2</sup>, reduce by one third premature mortality from non-communicable diseases through prevention and treatment and promote mental health and wellbeing</u></p> <p><i>Safety and wellbeing of employees and contractors</i></p>	<p>No directly relevant SDG indicators for Transurban</p>	<ul style="list-style-type: none"> <li>• Grew our Mental Health First Aider network for Australian operations</li> <li>• Continued to promote our comprehensive Employee Assistance Program delivered by Converge International</li> <li>• Conducted three surveys to check-in on the wellbeing of our employees</li> <li>• Hosted two webinars by the Resilience Project to help employees build habits around connection, gratitude, empathy and mindfulness (450 employees attended)</li> <li>• Promoted learning resources and tools to foster resilience including R U OK? Day conversation starters, Resilience Project app, digital learning series and LinkedIn Learning</li> <li>• Enhanced people leader training to help leaders build connection, wellbeing and resilience in their teams through regular check-in conversations</li> </ul>	<p>Mental Health First Aid (MHFA) Officers in Transurban</p> <p><i>38 MHFAs (No target)</i></p>
<p>3.6 <u>By 2020, halve the number of global deaths and injuries from road traffic accidents</u></p> <p><i>Road safety</i></p>	<p>3.6.1 <u>Death rate due to road traffic injuries</u></p> <p><i>6 road user fatalities on Transurban roads in FY21 (we aim for fatality-free roads)</i></p>	<ul style="list-style-type: none"> <li>• Worked diligently towards eliminating fatalities and injuries associated with the use of our roads</li> <li>• Continued to apply Road Safety Strategy aligned with the safe system approach and continued employee capability and leadership initiatives including: <ul style="list-style-type: none"> <li>• Safe System Professional Development Program</li> <li>• Road Safety Community of Practice</li> <li>• Presentations by road safety experts on distracted driving, driver behaviour in tunnels and heavy vehicle safety</li> </ul> </li> <li>• Continued to implement Road Safety Action Plans for each of our markets</li> <li>• Continued road design and operations initiatives using emerging datasets to reduce safety risks including reducing speed limits before peak hour and congestion detection to decrease risk of rear-end and lane change collisions</li> <li>• Trialled tunnel enhancements through virtual reality to understand impact on driver behaviour</li> <li>• Continued to implement safety standards for construction trucks on the West Gate Tunnel Project and WestConnex</li> </ul>	<p>Road Injury Crash Index (RICI): injury crashes per 100 million vehicle kilometres</p> <p><i>RICI—4.29 (target—4.5/✓)</i></p> <hr/> <p>Percentage of activities in regional Road Safety Action Plans (RSAPs) tracking to target</p> <p><i>94% (target—75%/✓)</i></p> <hr/> <p>Monash University Accident Research Centre—crash analysis for roads in each Australian market</p> <p><i>2021 MUARC analysis<sup>#</sup> (no targets):</i></p> <p><i>NSW—48% lower</i> <i>VIC—50% lower</i> <i>QLD—31% lower</i></p>

<sup>#</sup> The findings of analyses from prior years cannot be compared to this analysis as a refined methodology was used with improved datasets

- 
- Extended our partnership with NeuRA for the Transurban Road Safety Centre for a further three years. Specific research included:
    - Motorcyclist pelvic injuries
    - Dynamic testing of child restraints
    - Seating posture for children and small adults on injury risk
  - Supported the UN Global Road Safety Week including through bridge and asset lighting to highlight public campaigns
  - Contributed to state and federal parliamentary inquiries to encourage adoption of effective measures to reduce road trauma, including vehicle safety and enforcement technologies
  - Expanded the partnership with Kidsafe QLD to NSW and VIC, to help them deliver research-based education to community on correct use of car restraints for young people and ensuring access to free car seat fittings for those experiencing disadvantage
  - Continued 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
- 

<sup>1</sup> FY18-21 performance metrics trend: N/A = no data or trend not applicable; ✓ = target met; — = no change; ↑ = improving; ↓ = declining  
<sup>2</sup> Underlined text within targets and indicators are applicable to Transurban





## SDG 5—Gender Equality

Official UN SDG targets	UN SDG indicators relevant to Transurban	Key FY21 Transurban initiatives and commentary	Additional Transurban indicators
<i>Relevance to Transurban</i>	<i>FY21 performance data (target/trend<sup>1</sup>)</i>		<i>FY21 performance data (target/trend)</i>
<p>5.1 <u>End all forms of discrimination against all women and girls everywhere</u> <i>Avoiding discrimination</i></p>	<p>5.1.1 <u>Legal frameworks in place to promote, enforce and monitor equality and non-discrimination on the basis of sex</u> <i>Policies and procedures in place regarding diversity and non-discrimination (target=100% coverage/✓)</i></p>	<ul style="list-style-type: none"> <li>• Refreshed female talent program to cultivate mindsets and behaviours that distinguish women who are successful in advancing their careers, and equip people leaders to act as sponsors for female talent</li> <li>• Enhanced reporting and insights to enable leadership teams to identify representation hot spots and trends</li> <li>• Refreshed our Females Excelling in Engineering and Technology (FEET) program and achieved 100% NPS from participants. We target gender balance for graduate and other intern programs</li> </ul>	<ul style="list-style-type: none"> <li>• Gender balance <i>60% M / 40% F—Workforce (target-achievement of gender equity at all levels across Transurban/↗)</i></li> </ul>
<p>5.5 <u>Ensure women’s full and effective participation and equal opportunities for leadership at all levels of decision-making</u> in political, economic and public life <i>Equal participation and opportunities</i></p>	<p>5.5.2 <u>Proportion of women in managerial positions</u> <i>44% M / 56% F—Senior Executives (target-achievement of gender equity at all levels across Transurban/✓)</i> <i>80% M / 20% F—Board (target—at least 30% representation of each gender/↘)</i></p>	<ul style="list-style-type: none"> <li>• Gender-balanced participation in foundation and mid-level leadership programs</li> <li>• Reviewed Family Violence Support Policy and trained 150 employees to build awareness and skills to recognise and respond to signs of family violence</li> <li>• Included commitment to gender quality in Human Rights Policy</li> <li>• Issued CEO message reinforcing zero tolerance for sexual harassment and discrimination, and available support channels following Respect@Work report</li> <li>• Workplace Gender Equality Agency Employer of Choice for Gender Equality citation (2020 – valid for two years)</li> <li>• Equileap gender equality citation – position 12 globally</li> <li>• WORK180 Flex Able certified (Australia)</li> </ul>	<ul style="list-style-type: none"> <li>• FEET participants <i>14 FEET Program participants (no target)</i></li> <li>• Women in Leadership Program <i>15 participants (no target)</i></li> </ul>

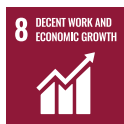
<sup>1</sup> FY18-21 performance metrics trend: N/A = no data or trend not applicable; ✓ = target met; — = no change; ↗ = improving; ↘ = declining  
<sup>2</sup> Underlined text within targets and indicators are applicable to Transurban



## SDG 7—Affordable and Clean Energy

Official UN SDG targets	UN SDG indicators relevant to Transurban	Key FY21 Transurban initiatives and commentary	Additional Transurban indicators
<i>Relevance to Transurban</i>	<i>FY21 performance data (target/trend<sup>1</sup>)</i>		<i>FY21 performance data (target/trend)</i>
<p>7.2 By 2030, increase substantially the share of renewable energy in the global energy mix</p> <p><i>Renewable energy</i></p>	<p>7.2.1 <u>Renewable energy share in total final energy consumption</u></p> <p>3.0% (no target)</p>	<ul style="list-style-type: none"> <li>Seven renewable energy installations in place across our assets and facilities (additional sites being explored)</li> <li>Installed an additional 64kW renewable energy capacity (solar photovoltaic) at Clarence Rd Network Operations Centre in Brisbane</li> </ul>	<p>Installed renewable energy capacity 234kW (no target)</p> <p>Proportion of energy use self-generated from renewables 0.1% (no target)</p>
<p>7.3 By 2030, double the global rate of improvement in energy efficiency</p> <p><i>Energy efficiency</i></p>	<p>7.3.1 <u>Energy intensity measured in terms of primary energy and GDP</u></p> <p>422.2GJ per \$M statutory revenue# (no target)</p> <p># Statutory revenue used in lieu of GDP; FY21 energy use = 611,870 GJ; Statutory revenue = \$2,266M</p>	<ul style="list-style-type: none"> <li>Implemented 14 energy efficiency projects to date, delivering total annual energy savings of 15,390 GJ, or 2.7% of our 10% energy efficiency target</li> <li>Planning or delivering multi-year energy efficiency projects with associated energy savings representing a further 3.9% energy efficiency gain</li> <li>Progressed technical feasibility and planning for several key lighting upgrade and ventilation optimisation projects throughout FY21 for delivery in FY22-23</li> </ul>	<p>Proportion of energy purchased from renewables 2.9% (no target)</p> <p>Proportion of energy purchased from renewables 2.7% savings to date from energy efficiency initiatives (target – 10% reduction by 2023 from a 2013 baseline#<sup>2</sup> ↑)</p> <p># 2013 baseline updated in 2016 to include all new assets at that time. No new assets will be added to this baseline</p>

<sup>1</sup> FY18-21 performance metrics trend: N/A = no data or trend not applicable; ✓ = target met; — = no change; ↑ = improving; ↓ = declining  
<sup>2</sup> Underlined text within targets and indicators are applicable to Transurban



## SDG 8—Decent Work and Economic Growth

<b>Official UN SDG targets</b> <i>Relevance to Transurban</i>	<b>UN SDG indicators relevant to Transurban</b> <i>FY21 performance data (target/trend<sup>1</sup>)</i>	<b>Key FY21 Transurban initiatives and commentary</b>	<b>Additional Transurban indicators</b> <i>FY21 performance data (target/trend)</i>
<p>8.1 <u>Sustain per capita economic growth</u> in accordance with national circumstances and, in particular, at least 7 per cent gross domestic product growth per annum in the least developed countries</p> <p><i>Economic growth</i></p>	<p>No directly relevant SDG indicators for Transurban</p>	<ul style="list-style-type: none"> <li>Contributing to economic health and productivity of cities where we operate through travel-time savings and job creation via our road network</li> <li>Sydney's toll road network is estimated to contribute \$5.6B in economic benefits for all road users on average per annum over the next 30 years<sup>#</sup></li> <li>Maintained employment for our direct and indirect workforce throughout the COVID-19 pandemic</li> </ul> <p><i>#As measured by KPMG in its report, Economic Contribution of Sydney's Toll Roads, May 2021</i></p>	<p>Travel-time savings</p> <p><i>376,000 hrs average workday travel-time savings for first half of FY21 (no target)</i></p>
<p>8.3 Promote development-oriented policies that <u>support productive activities, decent job creation, entrepreneurship, creativity and innovation</u>, and encourage the <u>formalization</u> and growth of micro, small and medium-sized enterprises, including through access to financial services</p> <p><i>Employment</i></p>	<p>No directly relevant SDG indicators for Transurban</p>	<ul style="list-style-type: none"> <li>Major road development projects underway or completed during FY21 have created or are creating significant employment opportunities<sup>#</sup>: <ul style="list-style-type: none"> <li>WestConnex M4-M5 link project (NSW): 1,600 jobs</li> <li>West Gate Tunnel Project (VIC): 6,000 jobs</li> <li>Fredericksburg extension of 95 Express Lanes (GWA): 9,000 jobs<sup>*</sup></li> <li>495 Express Lanes Northern Extension (GWA): 7,300 jobs<sup>*</sup></li> </ul> </li> </ul> <p><i># Direct and indirect jobs over project life</i> <i>* Based on estimated economic development impact of total project</i></p>	<p>Direct and indirect job creation estimates—major projects active in FY21</p> <p><i>23,900 jobs (no target)</i></p>
<p>8.4 <u>Improve progressively, through 2030, global resource efficiency in consumption and production and endeavour to decouple economic growth from environmental degradation</u>, in accordance with the 10-Year Framework of Programmes on Sustainable Consumption and Production, with developed countries taking the lead</p> <p><i>Resource efficiency</i></p>	<p>8.4.1 <u>Material footprint</u>, material footprint per GDP</p> <p><i>Cumulative key material use (tonnes) in major projects to date per \$M of cumulative project value* = 691.3t/\$M (no target)</i></p> <p><i>* includes concrete asphalt and steel across seven major projects in Australia ;16.3M tonnes and \$23,500M project value</i></p>	<ul style="list-style-type: none"> <li>234,000 tonnes less concrete and 209,000 tonnes less asphalt used on seven major projects to date through use of sustainable design and construction principles</li> </ul>	<p>Indicators for recycled content in materials under development</p>

<b>Official UN SDG targets</b> <i>Relevance to Transurban</i>	<b>UN SDG indicators relevant to Transurban</b> <i>FY21 performance data (target/trend<sup>1</sup>)</i>	<b>Key FY21 Transurban initiatives and commentary</b>	<b>Additional Transurban indicators</b> <i>FY21 performance data (target/trend)</i>
<p>8.5 <u>By 2030, achieve full and productive employment and decent work for all women and men</u>, including for young people and <u>persons with disabilities, and equal pay for work of equal value</u></p> <p><i>Decent work and pay equity</i></p>	<p>8.5.1 <u>Average hourly earnings of female and male employees by occupation and age</u></p> <p><i>Refer to FY21 Employee Data Tables (target- achievement of gender equity at all levels across Transurban/✓)</i></p>	<ul style="list-style-type: none"> <li>• Policies in place to ensure pay equity</li> <li>• Completed annual gender equity pay review</li> <li>• Issued Human Rights Policy for the Group which covers working conditions and pay equity</li> <li>• Partnered with CareerSeekers to offer internships to students from a refugee and asylum seeker background</li> <li>• Leadership teams tracking gender representation through enhanced reporting and insights, taking targeted actions as required</li> <li>• Continued our Social Traders membership to encourage partnerships with social enterprises both directly and through our extended supply chain; in partnership with Ability Works Australia, we won the 2020 Social Traders Social Procurement Partnership of the Year award</li> <li>• Continued implementing our 'Innovate' Reconciliation Action Plan (RAP) to support Aboriginal and Torres Strait Islander employment and businesses</li> <li>• Expanded key partnerships to support positive education and employment outcomes for Aboriginal and Torres Strait Islander People: <ul style="list-style-type: none"> <li>• QLD: Queensland Aboriginal and Torres Strait Islander Foundation, Career Trackers</li> <li>• NSW: Clontarf Foundation, KARI Foundation, NSW Aboriginal Education Consultative Group</li> <li>• VIC: Bubup Wilam, Melbourne Indigenous Transition School</li> </ul> </li> <li>• Continued development and implementation of strategies to increase Aboriginal and Torres Strait Islander recruitment and professional development.</li> <li>• Cultural awareness program implemented across our Australian markets</li> </ul>	<p>Pay equity gap</p> <p><i>1% (target – ≤ 1/✓)</i></p> <p>Progress with implementation of second Innovate RAP actions</p> <p><i>73% (target- 100% by EOFY22/✓)</i></p>
<p>8.7 <u>Take immediate and effective measures to eradicate forced labour</u>, 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</p> <p><i>Forced labour and modern slavery</i></p>	<p>No directly relevant SDG indicators for Transurban</p>	<ul style="list-style-type: none"> <li>• Continued participation in Global Compact Network of Australia's Community of Practice on Modern Slavery</li> <li>• Continued participation and support for the Infrastructure Sustainability Council of Australia's Modern Slavery Coalition for Road Construction members</li> <li>• Issued inaugural FY20 Modern Slavery Statement to the Federal Government, and continued preparations to issue our FY21 Modern Slavery Statement by December 2021</li> <li>• Worked with suppliers to ensure compliance with Modern Slavery Act (Australia)</li> <li>• Issued Human Rights Policy for the Group which covers forced labour and modern slavery</li> <li>• Partnered with Anti-Slavery Australia to commence an operations pilot program to help our incident responders better identify and respond to potential instances of modern slavery on Transurban road asset operations</li> </ul>	<p>Annual Modern Slavery Statement</p> <p><i>Inaugural Statement issued in December 2020; FY21 Statement due to be released by end of 2021 (target – annual release/✓)</i></p>

Official UN SDG targets	UN SDG indicators relevant to Transurban	Key FY21 Transurban initiatives and commentary	Additional Transurban indicators
<i>Relevance to Transurban</i>	<i>FY21 performance data (target/trend<sup>1</sup>)</i>		<i>FY21 performance data (target/trend)</i>
<p>8.8 <u>Protect labour rights and promote safe and secure working environments for all workers</u>, including migrant workers, in particular women migrants, and those in precarious employment</p> <p><i>Employee safety</i></p> <p><i>Labour rights</i></p>	<p>8.8.1 <u>Frequency rates of fatal and non-fatal occupational injuries</u></p> <p><i>Total employee recordable injuries (absolute) and contractor recordable injuries per million hours worked (RIFR)</i></p> <p><i>Employees — 1 (target ≤ 3/✓)</i></p> <p><i>Contractor RIFR — 3.90 (target - 4.2/✓)</i></p> <p><i>Zero employee fatalities (target - zero/✓)</i></p> <p><i>Zero contractor fatalities (target - zero/✓)</i></p>	<ul style="list-style-type: none"> <li>Continued requirement for each business unit to develop and implement Health, Safety and Environment Action Plans (HSEAPs)</li> <li>Refreshed HSE training for all employees</li> <li>Ongoing promotion of flexible working practices, as well as tools and resources to support wellbeing through COVID-normal</li> <li>Continued COVID-19 initiatives: <ul style="list-style-type: none"> <li>Provided enhanced home working support, such as ergonomic and wellbeing assessments</li> <li>Case management and employee support</li> <li>People leader wellbeing training</li> </ul> </li> <li>Issued Human Rights Policy for the Group which covers employee safety</li> </ul>	No additional indicators or targets
	<p>8.8.2 <u>Level of national compliance of labour rights (freedom of association and collective bargaining) based on International Labour Organization (ILO) textual sources and national legislation, by sex and migrant status</u></p> <p><i>100% compliance (target-100%/✓)</i></p>	<ul style="list-style-type: none"> <li>Successfully renegotiated the Transurban Queensland Enterprise Bargaining Agreement</li> <li>Issued Human Rights Policy for the Group which covers employee labour rights</li> </ul>	No additional indicators or targets
<p>8.b <u>By 2020, develop and operationalize a global strategy for youth employment and implement the Global Jobs Pact of the International Labour Organization</u></p> <p><i>Youth employment</i></p>	<p>8.b.1 <u>Existence of a developed and operational national strategy for youth employment</u></p> <p><i>Graduate and student programs in place (maintain programs/✓)</i></p>	<ul style="list-style-type: none"> <li>Refreshed emerging talent strategy to strengthen pipeline of diverse talent through undergraduate programs such as Career Trackers (indigenous students), Career Seekers (students from refugee or asylum seeker backgrounds), Genesys Works in the USA (high school students from diverse backgrounds)</li> <li>Enhanced our approach to attraction, selection and formal development of graduates</li> <li>Refreshed our Females Excelling in Engineering and Technology (FEET) student mentoring program</li> <li>Helped young people complete a Certificate 1 in Financial Services via an ongoing partnership with The Smith Family</li> </ul>	<p>Graduate program participation</p> <p><i>13 graduates across 2 intakes (no target)</i></p> <p>FEET participation</p> <p><i>14 students (no target)</i></p>

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<sup>2</sup> Underlined text within targets and indicators are applicable to Transurban





## SDG 9—Industry, Innovation and Infrastructure

Official UN SDG targets	UN SDG indicators relevant to Transurban	Key FY21 Transurban initiatives and commentary	Additional Transurban indicators
<i>Relevance to Transurban</i>	<i>FY21 performance data (target/trend<sup>1</sup>)</i>		<i>FY21 performance data (target/trend)</i>
<p>9.1 <u>Develop quality, reliable, sustainable and resilient infrastructure</u>, including regional and trans-border infrastructure, to support economic development and human well-being, <u>with a focus on affordable and equitable access for all</u></p> <p><i>Develop sustainable infrastructure</i></p>	<p>No directly relevant SDG indicators for Transurban</p>	<ul style="list-style-type: none"> <li>Achieved three new sustainability ratings for major projects in Australia</li> <li>Three sustainability ratings underway</li> <li>\$24.2B worth of projects to date with sustainability ratings achieved or underway</li> </ul> <p>Refer to commentary on SDG11 for information on affordable and equitable access</p>	<p>Percentage of major projects underway during year that have committed to achieving sustainability ratings</p> <p><i>83%# (target=100%/—)</i></p> <p>Design/As Built ratings achieved in FY21:</p> <p>WestConnex M8 — ‘Leading’ IS rating— As Built</p> <p>WestConnex M4-M5 Link — ‘Leading’ IS rating— Design</p> <p>NorthConnex — ‘Excellent’ IS rating — As Built</p> <p>Design/As Built ratings underway in FY21:</p> <p>WestConnex M4-M5 Link Project —IS rating— As Built</p> <p>West Gate Tunnel Project—IS rating— Design</p> <p>95 Express Lanes (Fredericksburg extension)—Envision Design + Post-Construction rating</p> <p><small># Five out of six major projects (Capital Beltway Accord, 495 Express Lanes Northern Extension and the Maryland Express Lanes projects have not yet been registered for Envision ratings)</small></p>

<b>Official UN SDG targets</b> <i>Relevance to Transurban</i>	<b>UN SDG indicators relevant to Transurban</b> <i>FY21 performance data (target/trend)</i>	<b>Key FY21 Transurban initiatives and commentary</b>	<b>Additional Transurban indicators</b> <i>FY21 performance data (target/trend)</i>
<p>9.4 <u>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</u> and industrial processes, with all countries taking action in accordance with their respective capabilities</p> <p><i>Enhance infrastructure sustainability</i> <i>Zero emission vehicles</i></p>	<p>9.4.1 <u>CO<sub>2</sub> emission per unit of value added</u></p> <p>Scope 1 and 2: 87.3 tCO<sub>2</sub>e/\$M statutory revenue (no target)</p> <p>Scope 3 - Purchased goods and services: 31.4 tCO<sub>2</sub>e/Million VKT* (22% intensity reduction by 2030 from a 2019 base year/—)</p> <p>Scope 3 - Capital goods/projects: 129 tCO<sub>2</sub>e/\$M capex (55% intensity reduction by 2030 from a 2019 base year/↗)</p> <p><small># Vehicle Kilometres Travelled on Transurban roads</small></p>	<ul style="list-style-type: none"> <li>Improved our CDP score to an A- (leadership) level</li> <li>Recognised by CDP as a Supplier Engagement Leader</li> <li>Initiated extensive engagement on decarbonisation with our top 50 suppliers by spend, representing 70% of our Scope 3 emissions from purchased goods and services</li> <li>Continued to progress our first Operations IS rating for an asset (Hills M2 in NSW)</li> <li>Enhanced incident response capability on CityLink to provide partial recharging for electric vehicles that have exhausted their battery charge</li> <li>Supported one of our key operations and maintenance partners (Ventia) to place an order for the world's first electric truck mounted attenuator which is expected to be deployed on a NSW asset in 2022</li> <li>Started developing a program to encourage greater uptake of electric vehicles in Australia</li> </ul>	<p>Absolute greenhouse gas emission reduction</p> <p><i>Scope 1 and 2: 197,738 tCO<sub>2</sub>e; (50% absolute reduction by 2030 from a 2019 base year / ↘)</i></p> <p>Average emission reduction for those choosing to travel on our roads</p> <p><i>30% (no target)</i></p> <p>Proportion of customers using zero emission vehicles (EVs or other ZEVs)</p> <p><i>0.1% (no target)</i></p>
<p>9.5 <u>Enhance scientific research, upgrade the technological capabilities</u> of industrial sectors in all countries, in particular developing countries, including, by 2030, <u>encouraging innovation</u> and substantially increasing the number of research and development workers per 1 million people and public and private research and development spending</p> <p><i>Enhance technology and innovation</i></p>	<p>No directly relevant SDG indicators for Transurban</p>	<p>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 range of organisations to progress relevant research and development programs and initiatives.</p> <p>FY21 Transurban innovation:</p> <ul style="list-style-type: none"> <li>Progressed initiatives via our Second Horizon and Innovation Program covering area such as Connected and Automated Vehicles (CAVs), Mobility as a Service (MaaS), Road User Charging, video analytics and Internet of Things (IoT) sensors</li> <li>Continued developing a modular new cloud-based tolling platform</li> <li>Trialled a virtual reality version of the Burnley Tunnel to test lighting effects on traffic</li> <li>Developed a 'Digital Twin' model of Brisbane's Airport Link's ventilation system to optimise energy efficiency</li> <li>Rolled out a Transurban-wide Innovation Platform to capture and implement the most promising ideas from across the business</li> <li>Tested sensors for stormwater drain monitoring, enabling blocked drain detection before flooding occurs</li> </ul>	<p>No additional targets or indicators</p>

FY21 research and development examples:

- Extended our NeuRA partnership by a further three years to undertake research to prevent and reduce serious injuries and deaths on the road
  - Continued our partnership with the Monash University Accident Research Centre to assess the safety of our Australian assets compared with like roads
  - Partnered with CSIRO's Data61 to develop a structural health monitoring system for the Gateway Bridge
  - Partnered with the Monash University Smart Pavement ARC (SPARC) to assess the feasibility of surface and subsurface proximal sensing techniques
  - Partnered with Victoria University to investigate the use of vibration monitoring to assess the condition of signs and lights
  - Partnered with Monash University to assess the benefits and durability of using pollution reducing paint in road tunnel environments
  - Worked with GHD to assess the potential to capture wind energy created by vehicles on our toll roads
- 

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<sup>2</sup> Underlined text within targets and indicators are applicable to Transurban



## SDG 11—Sustainable Cities and Communities

Official UN SDG targets	UN SDG indicators relevant to Transurban	Key FY21 Transurban initiatives and commentary	Additional Transurban indicators
<i>Relevance to Transurban</i>	<i>FY21 performance data (target/trend<sup>1</sup>)</i>		<i>FY21 performance data (target/trend)</i>
<p>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</p> <p><i>Affordable, accessible and safe transport</i></p>	<p>No directly relevant SDG indicators for Transurban</p>	<ul style="list-style-type: none"> <li>Expanded Linkt Assist program to support more customers experiencing vulnerability</li> <li>Provided \$10.1m worth of toll credits for frontline workers and customers affected by COVID 19 (over calendar 2020)</li> <li>Implemented toll credit program into Linkt Assist to provide ongoing support for essential travel for eligible customers</li> <li>Extended Linkt Assist eligibility to small business customers</li> <li>Partnered with Good Shepherd to provide welfare support for most vulnerable customers</li> <li>Delivered our first Financial Inclusion Action Plan (FIAP), with actions taken to enhance financial inclusion for customers, community partners, suppliers and employees verified by EY as part of Good Shepherd FIAP program. Of the total 21 actions, 18 have been confirmed as 'in place' and three confirmed as 'ongoing'</li> <li>Continued working with state government partners in Australia on toll enforcement processes on customers' behalf</li> <li>Continued partnerships with driver training organisations in each state such as Salvos Drive for Life – supporting delivery of mentored driver training for vulnerable members of the community such as refugee women and indigenous and disadvantaged youth</li> <li>Refer to SDG3 for road safety initiatives</li> </ul>	<p>Percentage of activities in Financial Inclusion Action Plan (FIAP) tracking to target</p> <p><i>100% (target- 100%/✓)</i></p>
<p>11.3 By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries</p> <p><i>Inclusive urbanisation</i></p>	<p>No directly relevant SDG indicators for Transurban</p>	<ul style="list-style-type: none"> <li>Continued engagement to support communities through development and delivery of infrastructure, with identification and delivery of key community enhancement initiatives</li> <li>Developed plan to enhance engagement and participatory planning throughout asset lifecycle</li> <li>Continued work on the 'Next Generation Engagement' project - Transurban is a major partner of this work which seeks to improve outcomes of major infrastructure projects for communities</li> </ul>	<p>Progress towards embedding engagement principles and frameworks across Australian markets</p> <p><i>Embedded in all Australian markets (target- embedded in all Australian markets/✓)</i></p>

<b>Official UN SDG targets</b>	<b>UN SDG indicators relevant to Transurban</b>	<b>Key FY21 Transurban initiatives and commentary</b>	<b>Additional Transurban indicators</b>
<i>Relevance to Transurban</i>	<i>FY21 performance data (target/trend<sup>1</sup>)</i>		<i>FY21 performance data (target/trend)</i>
<p>11.6 <u>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</u></p> <p><i>Adverse environmental impact</i></p>	<p>11.6.2 <u>Annual mean levels of fine particulate matter</u></p> <p><i>Refer to Environmental Data Tables for data in relation to tunnel assets</i></p>	<ul style="list-style-type: none"> <li>• Undertook air quality monitoring and reporting for road tunnels</li> <li>• Continuing feasibility assessment of pollutant-absorbing ‘Airlite’ paint on CityLink</li> <li>• Four Air Quality Community Committees in place for assets and projects in NSW (M4 East, M8, M4-M5 Link and NorthConnex)</li> <li>• Assessing the feasibility of a permanent Junglefy Breathing Wall™ installation on the Eastern Distributor following a successful trial in FY20/FY21</li> </ul> <p>Refer to SDG12 for waste reduction initiatives</p>	<p>Air quality indicators for tunnels including NOx, CO, PM10, PM2.5, VOC</p> <p><i>100% compliance (target=100% regulatory requirements met/✓)</i></p>

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<sup>2</sup> Underlined text within targets and indicators are applicable to Transurban





## SDG 12—Responsible Consumption and Production

Official UN SDG targets	UN SDG indicators relevant to Transurban	Key FY21 Transurban initiatives and commentary	Additional Transurban indicators
<i>Relevance to Transurban</i>	<i>FY21 performance data (target/trend<sup>1</sup>)</i>		<i>FY21 performance data (target/trend)</i>
<p>12.2 By 2030, <u>achieve the sustainable management and efficient use of natural resources</u></p> <p><i>Natural resource use</i></p>	<p>12.2.1 <u>Material footprint</u>, material footprint per capita, and <u>material footprint per GDP</u><sup>2</sup></p> <p><i>Cumulative key material use (tonnes) in major projects to date per \$M of cumulative project value* = 691.3t/\$M (no target)</i></p> <p><sup>^</sup> This indicator is a repeat of 8.4.1 * includes concrete asphalt and steel across 9 major projects in Australia; 16.25M tonnes and \$23,500M project value</p>	<ul style="list-style-type: none"> <li>• Became a founding member of the Materials Embodied Carbon Leaders Alliance – a group of more than 60 organisations aiming to drive significant embodied carbon reductions across Australia’s building and construction industry</li> <li>• Continued engagement with suppliers and road agencies regarding proposed targets for emission reduction from concrete use</li> <li>• Achieving significant reductions in embodied emissions from WestConnex M8 and M4-M5 Link projects through supplementary cementitious material use in concrete mixes with 66,000 and 65,000 tonnes of CO2e emissions avoided respectively</li> </ul>	Target under development
<p>12.5 By 2030, <u>substantially reduce waste generation</u> through prevention, reduction, recycling and reuse</p> <p><i>Waste generation</i></p>	<p>12.5.1 National recycling rate, tons of material recycled</p> <p><i>90% of major project waste diverted from landfill to date (target to be set in FY22)</i></p> <p><i>60% of operational waste diverted from landfill (target to be set in FY22)</i></p>	<ul style="list-style-type: none"> <li>• Street sweeping waste diversion program in partnership with Downer in Sydney—135 tonnes (81%) diverted from landfill</li> <li>• Standardising recycling facilities and management practices across all Australian offices</li> </ul>	No additional indicators or targets
<p>12.6 Encourage companies, especially large and transnational companies, to <u>adopt sustainable practices and to integrate sustainability information into their reporting cycle</u></p> <p><i>Sustainability reporting</i></p>	<p>12.6.1 Number of companies publishing sustainability reports</p> <p><i>Corporate reporting suite contains comprehensive account of sustainability performance (target- reporting annual and follows GRI ‘comprehensive’ guidance/✓)</i></p>	Not applicable	Not applicable
<p>12.7 Promote public procurement <u>practices that are sustainable</u>, in accordance with national policies and priorities</p> <p><i>Sustainable procurement</i></p>	<p>12.7.1 Number of countries implementing sustainable public procurement policies and action plans</p> <p><i>Sustainable procurement framework in place and being implemented (no target)</i></p>	<ul style="list-style-type: none"> <li>• Ongoing implementation of sustainable procurement framework aligned with ISO 20400 including Procurement Policy, Supplier Sustainability Code of Practice and sourcing kit</li> <li>• Addressing key government policies and legislation such as Australian Commonwealth Modern Slavery Act and Virginia Small Business and Supplier Diversity Initiative</li> <li>• Continued Social Traders membership and working with social enterprises (such as Ability Works) to grow their capability and scale.</li> <li>• Supported more than 500 small business suppliers with faster payments. Preparing to report against the Payment Times Reporting Act (Australia); our first report is due 30 September 2021</li> </ul>	<p>Social procurement spend</p> <p><i>USA—US\$922.5M to date (no target)</i></p> <p><i>Australia - indigenous supplier spend to date —\$62.9M (no target)</i></p>

1 FY18-21 performance metrics 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	UN SDG indicators relevant to Transurban	Key FY21 Transurban initiatives and commentary	Additional Transurban indicators
<i>Relevance to Transurban</i>	<i>FY21 performance data (target/trend<sup>1</sup>)</i>		<i>FY21 performance data (target/trend)</i>
<p>13.1 <u>Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters</u> in all countries</p> <p><i>Climate change resilience</i></p>	<p>13.1.3 Proportion of local governments that adopt and implement local disaster risk reduction strategies in line with national disaster risk reduction strategies</p> <p><i>Business resilience plans in place for all regions where we operate (target- all regions/↗)</i></p>	<ul style="list-style-type: none"> <li>Completed high-level physical climate risk asset report cards for all assets</li> <li>Developed a physical climate risk adaptation management plan for the Hills M2 (NSW) which will serve as a model for all assets going forward</li> </ul>	<p>Percentage of existing assets<sup>1</sup> that have had climate change risk assessments prepared or updated within past two years</p> <p><i>100%—21 of 21 assets<sup>2</sup> (target-100%/✓)</i></p> <p>Percentage of major projects under construction that have been assessed for climate change risk</p> <p><i>67%—2 of 3 projects<sup>3</sup> (target-100%/↘)</i></p> <p><small><sup>1</sup> Assets under operational control for at least a year <sup>2</sup> 495 Express Lanes (Yes), 395 Express Lanes (Yes), 95 Express Lanes (Yes), A25 (Yes), 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), M4 East (Yes), M4 (Yes), M8 (Yes), M5W (Yes), NorthConnex (Yes) <sup>3</sup> West Gate Tunnel (Yes), M4-M5 Link (Yes), Fredericksburg Extension (No)</small></p>
<p>13.2 <u>Integrate climate change measures into national policies, strategies and planning</u></p> <p><i>Climate change strategy</i></p>	<p>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</p> <p><i>Climate Change Framework (target - in place and updated every two years/✓)</i></p>	<ul style="list-style-type: none"> <li>Committed to achieving Net Zero Scope 1, 2 and 3 GHG emissions by 2050</li> <li>Provided climate change commitments in our public Sustainability Policy</li> <li>Continued implementing our Climate Change Framework which addresses threats and opportunities relevant to physical impacts of climate change and low carbon transition</li> <li>Produced a FY21 Climate Change Disclosure addressing all TCFD recommendations</li> </ul>	<p>No additional indicators or targets</p>
<p>13.3 <u>Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning</u></p> <p><i>Climate change capacity</i></p>	<p>No directly relevant SDG indicators for Transurban</p>	<ul style="list-style-type: none"> <li>Engaged Transurban Board on climate risk and FY21 Climate Change Disclosure</li> <li>Conducted climate change risk adaptation workshops for various assets</li> <li>Undertook customer research to explore potential changes to customer behaviour in extreme weather events</li> <li>Engaged our top 50 suppliers by spend to determine their climate risk maturity</li> </ul>	<p>Percentage of TCFD recommendations addressed as at end of Financial Year</p> <p><i>100%—11 of 11 recommendations (target-100% by end FY20/✓)</i></p>

<sup>1</sup> FY18-21 performance metrics trend: N/A = no data or trend not applicable; ✓ = target met; — = no change; ↗ = improving; ↘ = declining

<sup>2</sup> Underlined text within targets and indicators are applicable to Transurban



## SDG 17—Partnerships for the Goals

Official UN SDG targets	UN SDG indicators relevant to Transurban	Key FY21 Transurban initiatives and commentary	Additional Transurban indicators
<i>Relevance to Transurban</i>	<i>FY21 performance data (target/trend)<sup>1</sup></i>		<i>FY21 performance data (target/trend)</i>
<p>17.16 Enhance the Global Partnership for Sustainable Development, complemented by <u>multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology and financial resources</u>, to support the achievement of the Sustainable Development Goals in all countries, in particular developing countries</p> <p><i>Multi-stakeholder partnerships</i></p>	<p>No directly relevant SDG indicators for Transurban</p>	<p>Key multi-stakeholder partnerships for FY21 are listed below.</p> <p>Sustainability: Global Compact Network Australia, Infrastructure Sustainability Council of Australia</p> <p>Road Safety:</p> <ul style="list-style-type: none"> <li>Partnership with the Monash University Accident Research Centre to analyse injury crashes on our Australian network</li> <li>Partnership with iRAP to assess the safety ratings of our networks in Queensland and USA</li> <li>NeuRA partnership for the Transurban Road Safety Centre to conduct research into road safety and crash injury prevention</li> <li>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</li> </ul> <p>Energy:</p> <ul style="list-style-type: none"> <li>Founding member of Business Renewables Council Australia</li> </ul> <p>Materials:</p> <ul style="list-style-type: none"> <li>Founding member of Materials Embodied Carbon Leaders Alliance</li> </ul> <p>Modern Slavery:</p> <ul style="list-style-type: none"> <li>Community of Practice on Modern Slavery member—Global Compact Network Australia</li> <li>Infrastructure Sustainability Council of Australia's Modern Slavery Coalition for roads sector</li> </ul> <p>Indigenous partnerships:</p> <ul style="list-style-type: none"> <li>Partnerships in QLD (Queensland Aboriginal and Torres Strait Islander Foundation, Career Trackers) NSW (Clontarf Foundation, KARI Foundation, NSW Aboriginal Education Consultative Group), VIC (Bubup Wilam, Melbourne Indigenous Transition School) as part of our Innovate RAP</li> </ul> <p>Communities:</p> <ul style="list-style-type: none"> <li>FIAP release in partnership with Good Shepherd Australia New Zealand</li> <li>More than \$2.9M (cash and in-kind) investment in community partnerships to achieve specific social and business outcomes</li> <li>Key partnerships - Thriving Communities Partnership, The Salvation Army, The Smith Family, Engineers Australia and Kidsafe</li> </ul> <p>Transport:</p> <ul style="list-style-type: none"> <li>Collaborating with multi-stakeholder consortia in Australia and USA to trial CAVs and participate in a Road User Charging trial</li> </ul> <p>Biodiversity:</p> <ul style="list-style-type: none"> <li>Partnership with Landcare Australia to enhance ecological value</li> </ul>	<p>No specific indicators or targets for this SDG</p>

<sup>1</sup> FY18-21 performance metrics trend: N/A = no data or trend not applicable; ✓ = target met; — no change; ↑ = improving; ↓ = declining  
<sup>2</sup> Underlined text within targets and indicators are applicable to Transurban

# Sustainability Performance Data

## Environmental Data Scope

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

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

Transurban group 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 this 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), Global Real Estate Benchmark (GRESB) and CDP (formerly the Carbon Disclosure Project).

Table 1 shows the roads covered by our reporting, with footnotes describing changes in reporting scope for FY21.

**Table 1: Transurban roads and reporting scope for FY21**

Victoria	New South Wales	Queensland	USA <sup>6</sup>	Canada
<b>Roads</b>	<b>Roads</b>	<b>Roads</b>	<b>Roads</b>	<b>Roads</b>
CityLink 100% ownership	Hills M2 100% ownership	Gateway Motorway 62.5% ownership	95 Express Lanes 50% ownership	A25 100% ownership
<b>Projects</b>	Lane Cove Tunnel 100% ownership	Logan Motorway 62.5% ownership	495 Express Lanes 50% ownership	
West Gate Tunnel 100% ownership	Eastern Distributor 75.1% ownership	Go Between Bridge 62.5% ownership	395 Express Lanes 50% ownership	
	Cross City Tunnel 100% ownership	Legacy Way 62.5% ownership	<b>Projects</b>	
	M5 West 100% ownership	AirportlinkM7 62.5% ownership	Fredericksburg Extension 50% ownership	
	<b>Projects</b>	Clem7 62.5% ownership	495 Northern Extension 50% ownership	
	WestConnex M4-M5 Link 25.5%	Rozelle Interchange 25.5%	Capital Beltway Accord 50% ownership	
			Phase 1 Maryland Express Lanes Project 60% ownership	

X Excluded from Transurban FY21 group environmental totals

1 M5 East: consolidated into WestConnex tolling concession with the opening of the adjacent M8

2 M8: opened to traffic on 5 July 2020 and included in FY21 data

3 NorthConnex: opened to traffic on 31 October 2020 and included in FY21 data. Transurban has 50% ownership and is also responsible for operations

4 Westlink M7: Transurban has 50% ownership but not operational control

5 395 Express Lanes: opened to traffic in mid-FY20, included from FY21 onwards

6 In December 2020 Transurban sold a 50% interest in its USA business to equity partners. Transurban maintains operational control of all USA assets and this does not affect our USA reporting scope

Abbreviations used in data tables: CL: CityLink, M2: Hills M2, LCT: Lane Cove Tunnel, ED: Eastern Distributor, CCT: Cross City Tunnel, M4: WestConnex New M4, M8: WestConnex M8, M5E: M5 East, M5SW: M5 West, NCX: NorthConnex, M7: Westlink M7, GM: Gateway Motorway, LM: Logan Motorway, GBB: Go Between Bridge, C7: CLEM7, LW: Legacy Way, APL: AirportLink, 495: 495 Express Lanes, 95: 95 Express Lanes, 395: 395 Express Lanes, A25: A25 Montreal, Corp.: corporate offices and shared services

## GHG emissions

**Table 2: GHG emissions total**

		FY19*	FY20*	FY21*	Notes
<b>Total Scope 1 and 2</b>	tCO <sub>2</sub> -e	<b>122,346</b>	<b>136,955</b>	<b>197,738</b>	Scope 1 and 2 emissions are the main focus of Transurban's monitoring and targets
<b>Scope 1</b>	tCO <sub>2</sub> -e	<b>3,393</b>	<b>4,213</b>	<b>4,748</b>	
<b>Scope 2 (market-based)</b>	tCO <sub>2</sub> -e	<b>118,953</b>	<b>132,742</b>	<b>192,990</b>	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. Transurban's new Renewable Power Purchasing Agreements (PPAs) have commenced and will be reflected in FY22 reporting onwards.
(GreenPower emissions avoided)	tCO <sub>2</sub> -e	(2,935)	3,753	6,373	
Scope 2 (location-based)	tCO <sub>2</sub> -e	121,888	136,495	199,364	
<b>Scope 3</b>	tCO <sub>2</sub> -e	<b>503,423</b>	<b>634,213</b>	<b>425,466</b>	Scope 3: Since FY19 Transurban has reported on comprehensive Scope 3 emissions categories including:
Purchased goods and services	tCO <sub>2</sub> -e	135,447	161,607	167,732	• Purchased goods and services (supply chain spending for operations and corporate functions)
Capital goods (major projects)	tCO <sub>2</sub> -e	261,168	405,348	216,239	• Capital Goods (major project construction including embodied emissions of materials)
Investments (non-managed assets)	tCO <sub>2</sub> -e	86,032	46,547	14,455	• Investments (non-managed assets, for example M7)
Upstream fuel and energy related activities	tCO <sub>2</sub> -e	16,445	17,058	24,384	• Upstream fuel and energy related activities (resulting from fuel and electricity supply networks)
Waste	tCO <sub>2</sub> -e	1,769	2,241	2,547	• Waste (landfill emissions from our waste)
Business travel	tCO <sub>2</sub> -e	2,562	1,412	109	• Business travel (corporate air travel)
<b>Total Scope 1, 2 and 3</b>	tCO <sub>2</sub> -e	<b>625,769</b>	<b>774,383</b>	<b>623,204</b>	Scope 1, 2 and 3 are considered the full extent of Transurban's direct and indirect emissions
<b>Customer travel emissions</b>	tCO <sub>2</sub> -e	<b>995,571</b>	<b>1,156,130</b>	<b>1,195,728</b>	By GHG accounting protocols, customer travel is not part of Transurban's emissions, but is monitored for our ability to influence

\* Transurban group total, excluding non-managed assets (see Environmental Data Scope), page 48

FY20 GHG figures have been updated from those provided in the FY20 Corporate Report to account for finalised data available after report release. This update results in a 2.0% decrease in total Scope 1 and 2 emissions than what was originally reported in FY20



**Table 3: GHG emissions by asset**

FY21 GHG emissions		CL	M2	LCT	ED	CCT	M4	M8	M5E	M5SW	NCX	M7*	GM	LM	GBB	C7	LW	APL	495	95	395	A25	Corp.	Total	Total*
<b>Total Scope 1 and 2</b>	tCO <sub>2</sub> -e	21,911	3,038	15,518	4,784	9,065	17,415	13,635	28,269	1,226	22,460	3,455	2,530	2,068	84	10,268	11,233	29,466	1,340	1,239	378	96	1,716	201,193	197,738
Scope 1	tCO <sub>2</sub> -e	679	338	92	86	55	227	195	195	292	109	376	268	174	15	113	144	203	459	784	143	93	85	5,124	4,748
Scope 2	tCO <sub>2</sub> -e	21,232	2,700	15,426	4,698	9,010	17,188	13,440	28,074	934	22,351	3,078	2,262	1,894	69	10,155	11,089	29,263	880	455	235	3	1,631	196,069	192,990
<b>Scope 3</b>	tCO <sub>2</sub> -e	2,483	359	1,957	546	1,070	2,121	1,626	3,354	166	2,521	502	935	693	11	1,616	1,740	4,465	278	541	143	73	398,766	425,968	425,466
<b>Total Scope 1, 2 and 3</b>	tCO <sub>2</sub> -e	24,394	3,396	17,475	5,330	10,135	19,536	15,261	31,623	1,392	24,981	3,957	3,465	2,761	95	11,884	12,974	33,931	1,618	1,780	521	169	400,483	627,161	623,204
<b>Customer travel emissions</b>	tCO <sub>2</sub> -e	167,039	105,521	17,502	35,571	6,003	94,220	12,379	47,131	177,472	30,482	257,454	214,679	172,853	444	10,830	9,804	17,345	15,265	37,761	5,360	18,067	NA	1,453,182	1,195,728

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)

FY21 GHG figures are based on between 9-12 months of data available as at the time of reporting. Remaining data is extrapolated to provide FY21 full year total

## Energy consumption

**Table 4: Energy consumption total**

		FY19*	FY20*	FY21*
<b>Total energy consumption</b>	<b>GJ</b>	<b>578,165</b>	<b>660,944</b>	<b>956,612</b>
<b>Direct – Fuel</b>	<b>GJ</b>	<b>49,003</b>	<b>60,619</b>	<b>68,410</b>
Natural gas	GJ	938	1,046	982
Petrol	GJ	15,267	14,281	19,579
Diesel	GJ	32,787	45,243	47,836
LPG	GJ	10	49	12
<b>Indirect – Electricity</b>	<b>GJ</b>	<b>529,162</b>	<b>600,325</b>	<b>888,201</b>
Grid electricity	GJ	515,828	583,147	859,164
GreenPower	GJ	12,887	16,679	28,326
Solar	GJ	447	499	711

\* Transurban group total, excluding non-managed assets (see Environmental Data Scope), page 48

FY20 energy figures have been updated from those provided in the FY20 Corporate Report to account for finalised data available after report release, resulting in a 2.1% decrease in total energy to what was originally reported in FY20

**Table 5: Energy consumption by asset**

FY21 energy		CL	M2	LCT	ED	CCT	M4	M8	M5E	M5SW	NCX	M7*	GM	LM	GBB	C7	LW	APL	495	95	395	A25	Corp.	Total	Total*
<b>Total energy consumption</b>	<b>GJ</b>	<b>87,893</b>	<b>16,796</b>	<b>79,209</b>	<b>22,223</b>	<b>43,381</b>	<b>84,482</b>	<b>66,312</b>	<b>135,503</b>	<b>8,411</b>	<b>100,884</b>	<b>19,229</b>	<b>13,865</b>	<b>10,889</b>	<b>524</b>	<b>46,734</b>	<b>51,335</b>	<b>133,180</b>	<b>16,996</b>	<b>16,908</b>	<b>4,859</b>	<b>8,322</b>	<b>7,905</b>	<b>975,840</b>	<b>956,612</b>
<b>Direct – Fuel</b>	<b>GJ</b>	<b>9,896</b>	<b>4,797</b>	<b>1,300</b>	<b>1,223</b>	<b>780</b>	<b>3,214</b>	<b>2,765</b>	<b>2,767</b>	<b>4,148</b>	<b>1,548</b>	<b>5,356</b>	<b>3,813</b>	<b>2,473</b>	<b>218</b>	<b>1,599</b>	<b>2,051</b>	<b>2,875</b>	<b>6,708</b>	<b>11,588</b>	<b>2,109</b>	<b>1,333</b>	<b>1,208</b>	<b>73,767</b>	<b>68,410</b>
Natural gas	GJ	965	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	982	982
Petrol	GJ	212	53	14	20	2	0	44	47	18	7	501	202	131	3	28	31	45	4,693	11,588	2,109	300	34	20,080	19,579
Diesel	GJ	8,720	4,744	1,286	1,202	778	3,214	2,720	2,720	4,130	1,541	4,856	3,611	2,342	214	1,572	2,012	2,830	2,011	0	0	1,033	1,157	52,692	47,836
LPG	GJ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4	0	0	0	0	12	12
<b>Indirect- Electricity</b>	<b>GJ</b>	<b>77,997</b>	<b>11,999</b>	<b>77,910</b>	<b>21,000</b>	<b>42,601</b>	<b>81,268</b>	<b>63,547</b>	<b>132,736</b>	<b>4,263</b>	<b>99,336</b>	<b>13,872</b>	<b>10,052</b>	<b>8,417</b>	<b>306</b>	<b>45,135</b>	<b>49,284</b>	<b>130,305</b>	<b>10,288</b>	<b>5,320</b>	<b>2,749</b>	<b>6,990</b>	<b>6,697</b>	<b>902,074</b>	<b>888,201</b>
Grid	GJ	77,997	11,999	68,561	20,882	40,045	76,392	59,734	124,772	4,149	99,336	13,682	10,052	8,417	306	45,135	49,284	130,059	10,288	5,320	2,749	6,990	6,697	872,846	859,164
GreenPower	GJ	0	0	9,349	0	2,324	4,876	3,813	7,964	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,326	28,326
Solar	GJ	0	0	0	119	232	0	0	0	114	0	190	0	0	0	0	0	247	0	0	0	0	0	902	711

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)

FY21 energy figures are based on between 9-12 months of data available as at the time of reporting. Remaining data is extrapolated to provide FY21 full year total

## Air quality and emissions

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

**Table 6: Air emissions by asset**

CityLink	Unit	FY19	FY20	FY21	Annual regulatory limit
NOx (oxides of nitrogen)	tonnes	94	86	74	1,413.28
CO (carbon monoxide)	tonnes	123	98	69	5,273.52
PM10 (fine particles ≤10 microns)	tonnes	6	5	4	32.40
PM2.5 (fine particles ≤2.5 microns)	tonnes	4	3	3	25.88
Lane Cove Tunnel	Unit	FY19	FY20	FY21	Annual regulatory limit
NOx (oxides of nitrogen)	tonnes	44	35	39	229
CO (carbon monoxide)	tonnes	73	50	58	1,530
PM10 (fine particles ≤10 microns)	tonnes	2	1	1	14
VOC (volatile organic compounds)	tonnes	42	34	36	153
Cross City Tunnel	Unit	FY19	FY20	FY21	Annual regulatory limit
NOx (oxides of nitrogen)	tonnes	10	9	9	123
CO (carbon monoxide)	tonnes	25	21	26	781
PM10 (fine particles ≤10 microns)	tonnes	0.4	0.4	0.3	7
VOC (volatile organic compounds)	tonnes	3	2	2	78

FY21 figures are based on data as at May 2021, extrapolated to full year estimates. COVID-19 travel restrictions led to reduced vehicle travel and air pollutants in FY20 and FY21 on some assets

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 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. This includes tunnels not reported above:

- **WestConnex New M4, WestConnex M8, and M5 East** monitor air quality in-tunnel, at ventilation and in ambient external locations, but do not have a specific annual total load requirement.
- **NorthConnex** monitors air quality in-tunnel, at ventilation and in ambient external locations, but do not have a specific annual total load requirement.
- **Transurban's Queensland tunnels (Clem7, Legacy Way, AirportLink)** 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	FY19*	FY20*	FY21*
<b>Total water usage</b>	<b>m3</b>	<b>261,093</b>	<b>240,038</b>	<b>254,648</b>
Potable water	m3	102,394	105,112	106,987
Recycled	m3	158,699	134,926	147,661

\* Transurban group total, excluding non-managed assets (see Environmental Data Scope), page 48

**Table 8: Water use by asset**

FY21 waste:		CL	M2	LCT	ED	CCT	M4	M8	M5E	M5SW	NCX	M7*	GM	LM	GBB	C7	LW	APL	495	95	395	A25	Corp.	Total	Total*	
<b>Water usage</b>	<b>m<sup>3</sup></b>	<b>203,957</b>	<b>639</b>	<b>258</b>	<b>610</b>	<b>1,356</b>	<b>4,849</b>	<b>5,577</b>	<b>6,197</b>	<b>1,747</b>	<b>7,496</b>	<b>1,490</b>	<b>340</b>	<b>340</b>	<b>0</b>	<b>7,910</b>	<b>2,816</b>	<b>7,427</b>	<b>135</b>	<b>260</b>	<b>70</b>	<b>41</b>	<b>2,623</b>	<b>256,139</b>	<b>254,648</b>	
Potable water	m <sup>3</sup>	56,498	639	258	610	1,356	4,648	5,577	6,197	1,747	7,496	1,149	340	340	0	7,910	2,816	7,427	135	260	70	41	2,623	108,136	106,987	
Recycled	m <sup>3</sup>	147,459	0	0	0	0	202	0	0	0	0	342	0	0	0	0	0	0	0	0	0	0	0	148,002	147,661	
<b>Groundwater processing</b>																										
Inflow: groundwater ingress	m <sup>3</sup>	184,937	NA	43,200	NA	140,899	122,159	684,879	88,400	NA		NA	NA	NA	NA	41,476	60,758	242,517	NA	NA	NA	NA	NA	NA	1,688,795	1,688,795
Outflow: aquifer recharge (inc. potable)	m <sup>3</sup>	188,199	NA	NA	NA	NA	NA			NA		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	188,199	188,199
Outflow: treated discharge	m <sup>3</sup>	40,785	NA	43,200	NA	140,899	122,159	684,879	88,400	NA		NA	NA	NA	NA	41,476	60,758	242,517	NA	NA	NA	NA	NA	NA	1,544,643	1,544,643

Estimates are used for water usage on some assets based on historical figures and Transurban-wide averages. FY21 figures based on between 9-12 months of data at the time of reporting. Remaining data is extrapolated to provide FY21 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	FY19*	FY20*	FY21*
<b>Total waste by disposal method:</b>	<b>tonnes</b>	<b>20,869</b>	<b>3,311</b>	<b>4,848</b>
Landfill	tonnes	1,550	1,867	1,960
Recycled	tonnes	19,319	1,443	2,889

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.

\* Transurban group total, excluding non-managed assets (see "Environmental Data Scope").

**Table 10: Waste data by asset**

FY21 WASTE		CL	M2	LCT	ED	CCT	M4	M8	M5E	M5SW	NCX	M7*	GM	LM	GBB	C7	LW	APL	495	95	395	A25	Corp.	Total	Total*
<b>Total waste</b>	<b>tonnes</b>	<b>1,608</b>	<b>492</b>	<b>26</b>	<b>64</b>	<b>115</b>	<b>192</b>	<b>118</b>	<b>90</b>	<b>122</b>	<b>68</b>	<b>602</b>	<b>532</b>	<b>343</b>	<b>0</b>	<b>113</b>	<b>96</b>	<b>123</b>	<b>168</b>	<b>381</b>	<b>99</b>	<b>55</b>	<b>45</b>	<b>5,451</b>	<b>4,848</b>
Landfill	tonnes	49	32	4	15	6	60	21	20	36	25	108	451	310	0	82	69	92	161	366	95	53	13	2,068	1,960
Recycled	tonnes	1,559	460	23	49	109	132	97	70	85	43	494	81	32	0	31	27	31	7	15	4	2	32	3,383	2,889

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.

FY21 figures based on between 9-12 months of waste data as at the time of reporting. Remaining data is extrapolated to provide FY21 full year total.

**Table 11: Customer tag waste management**

Customer tag waste management	FY19	FY20	FY21
Customer tags issued	715,523	678,218	845,434
Customer tags recycled	160,799	139,865	188,376

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.

FY21 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 (e.g. 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 travel 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 2020.

## 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 FY21.

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 FY21 community investment of over \$2.9M is measured using the Business for Social Impact (B4SI) Framework. B4SI was formerly known as the London Benchmarking Group.

Community investment figures include cash sponsorships, grants, donations, student scholarships and work programs. This direct cash component comprises over \$2.8M of the total. Figures also include the additional in-kind value contributed by Transurban through donation of goods and services, volunteering time and asset utilisation for community events.

Figures do not include spending on community-related conferences, memberships and other associations that overlap with ordinary business activities. Figures do not include community facilities and outcomes provided as part of road construction projects.

The community investment total reported for FY21 has been externally verified by B4SI and is also externally assured by KPMG.

## General

Discrepancies in totals may be due to rounding.



# Employee data

**Table 1: total number of employees by employment contract and gender**

	FY19						FY20						FY21					
	Male		Female		Total		Male		Female		Total		Male		Female		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Casual	16	47.1%	18	52.9%	34	2.2%	37	68.5%	17	31.5%	54	3.0%	15	53.6%	13	46.4%	28	1.5%
Fixed full-time	29	52.7%	26	47.3%	55	3.5%	27	56.3%	21	43.8%	48	2.7%	37	55.2%	30	44.8%	67	3.6%
Fixed part-time	0	0.0%	3	100.0%	3	0.2%	0	0.0%	4	100.0%	4	0.2%	0	0.0%	0	0.0%	0	0.0%
Permanent full-time	796	63.9%	449	36.1%	1,245	79.5%	921	65.0%	497	35.0%	1,418	79.1%	968	63.1%	566	36.9%	1,535	82.4%
Permanent part-time	6	6.4%	88	93.6%	94	6.0%	9	9.8%	83	90.2%	92	5.1%	9	9.2%	89	90.8%	98	5.3%
Supervised workers	91	66.9%	45	33.1%	136	8.7%	110	62.1%	67	37.9%	177	9.9%	N/A	N/A	N/A	N/A	134	7.2%
<b>Total</b>	<b>938</b>	<b>59.9%</b>	<b>629</b>	<b>40.1%</b>	<b>1,567</b>	<b>100.0%</b>	<b>1,104</b>	<b>61.6%</b>	<b>689</b>	<b>38.4%</b>	<b>1,793</b>	<b>100.0%</b>	<b>1,089</b>	<b>58.5%</b>	<b>727</b>	<b>39.0%</b>	<b>1,862</b>	<b>100.0%</b>

*Transurban's headcount definition includes direct Transurban employees (permanent full-time/part-time, fixed-term full time/part-time, casuals) and Temporary / Contract Workers (Supervised workers in this definition), but excludes non-executive directors and employees on parental leave, salary continuance and Statement of Work Contractors. Number of males, females per employment type is a % of the Total. Employees identifying as non-binary are included in the Total number and not under Male or Female. Gender data is no longer recorded for all supervised workers, hence a total but no gender breakdown is provided for FY21*

**Table 2: Total workforce by region and gender**

	FY19						FY20						FY21					
	Male		Female		Total		Male		Female		Total		Male		Female		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
VIC	507	58.5%	359	41.5%	866	55.3%	514	57.7%	376	42.3%	890	49.6%	491	55.1%	380	42.6%	891	47.9%
NSW	162	64.3%	90	35.7%	252	16.1%	271	67.0%	134	33.0%	405	22.6%	295	64.8%	158	34.7%	455	24.4%
QLD	162	57.0%	122	43.0%	284	18.1%	173	62.5%	103	37.5%	276	15.4%	172	59.1%	117	40.2%	291	15.6%
USA	107	64.8%	58	35.2%	165	10.5%	146	65.8%	76	34.2%	222	12.4%	124	59.0%	64	30.5%	210	11.3%
CAN	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	7	46.7%	8	53.3%	15	0.8%
<b>Total</b>	<b>938</b>	<b>59.9%</b>	<b>629</b>	<b>40.1%</b>	<b>1,567</b>	<b>100.0%</b>	<b>1,104</b>	<b>61.6%</b>	<b>689</b>	<b>38.4%</b>	<b>1,793</b>	<b>100.0%</b>	<b>1,089</b>	<b>58.5%</b>	<b>727</b>	<b>39.0%</b>	<b>1,862</b>	<b>100.0%</b>

Figures are as at 30 June at the end of each financial year. Where male and female totals do not add to 100%, remaining figures are employees for whom gender is not recorded (e.g. supervised workers), or employees identifying as non-binary

**Table 3: Total workforce by employee category and gender**

	FY19						FY20						FY21					
	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	0.1%	0	0.0%	1	0.1%
Executive Management (exc. CEO)	6	50.0%	6	50.0%	12	0.8%	3	42.9%	4	57.1%	7	0.4%	4	0.4%	5	0.7%	9	0.5%
Senior management / Specialist Leader	27	64.3%	15	35.7%	42	2.9%	30	68.2%	14	31.8%	44	2.7%	30	2.9%	17	2.4%	47	2.7%
Middle Management / Specialist Partner	174	67.4%	84	32.6%	258	18.0%	210	67.7%	100	32.3%	310	19.2%	207	20.1%	120	17.2%	327	18.9%
Manager / Specialist	280	64.4%	155	35.6%	435	30.4%	334	65.6%	175	34.4%	509	31.5%	362	35.2%	179	25.6%	541	31.3%
Team leader / Advisor	152	58.0%	110	42.0%	262	18.3%	176	60.7%	114	39.3%	290	17.9%	188	18.3%	128	18.3%	316	18.3%
Entry Level / Support	207	49.2%	214	50.8%	421	29.4%	240	52.7%	215	47.3%	455	28.2%	237	23.0%	249	35.7%	487	28.2%
<b>Total</b>	<b>847</b>	<b>59.2%</b>	<b>584</b>	<b>40.8%</b>	<b>1,431</b>	<b>100.0%</b>	<b>994</b>	<b>61.5%</b>	<b>622</b>	<b>38.5%</b>	<b>1,616</b>	<b>100.0%</b>	<b>1,029</b>	<b>100.0%</b>	<b>698</b>	<b>100.0%</b>	<b>1,728</b>	<b>100.0%</b>

Totals in this table excludes supervised workers

**Table 4: Percentage of total workforce by employee category and age group**

	FY19				FY20				FY21			
	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%	0.3%	0.1%	0.4%	0.0%	0.4%	0.1%	0.5%
Senior management / Specialist Leader	0.0%	1.7%	1.3%	2.9%	0.0%	1.4%	1.2%	2.6%	0.0%	1.4%	1.3%	2.7%
Middle Management / Specialist Partner	0.1%	14.0%	4.0%	18.0%	0.2%	15.2%	3.8%	19.2%	0.3%	14.3%	4.3%	18.9%
Manager / Specialist	2.5%	24.8%	3.1%	30.4%	2.5%	25.7%	3.3%	31.5%	2.2%	25.6%	3.5%	31.3%
Team leader / Advisor	3.6%	12.5%	2.2%	18.3%	4.4%	11.5%	2.1%	18.0%	4.8%	11.3%	2.1%	18.3%
Entry Level / Support	8.6%	15.5%	5.3%	29.4%	7.4%	15.1%	5.6%	28.2%	6.4%	16.0%	5.8%	28.2%
<b>Total</b>	<b>14.8%</b>	<b>69.0%</b>	<b>16.2%</b>	<b>100.0%</b>	<b>14.6%</b>	<b>69.2%</b>	<b>16.2%</b>	<b>100.0%</b>	<b>13.7%</b>	<b>69.0%</b>	<b>17.4%</b>	<b>100.0%</b>

Totals in this table excludes supervised workers

**Table 5: Composition of governance bodies by gender and age group**

	FY19						FY20						FY21					
	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	6	67%	3	33%	9	100%	6	67%	3	33%	9	100%	8	80%	2	20%	10	100%
<b>Total</b>	<b>6</b>	<b>67%</b>	<b>3</b>	<b>33%</b>	<b>9</b>	<b>100%</b>	<b>6</b>	<b>67%</b>	<b>3</b>	<b>33%</b>	<b>9</b>	<b>100%</b>	<b>8</b>	<b>80%</b>	<b>2</b>	<b>20%</b>	<b>10</b>	<b>100%</b>

Figures represent CEO and Transurban Board

**Table 6: Total number and rate of new employee hires by age group, gender and region**

		FY19						FY20						FY21					
		Male		Female		Total		Male		Female		Total		Male		Female		Total	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
VIC	Under 30	30	2.0%	28	1.9%	58	3.9%	21	1.3%	23	1.5%	44	2.8%	18	1.0%	21	1.2%	39	2.3%
	30-50	71	4.8%	45	3.0%	116	7.9%	45	2.9%	50	3.2%	95	6.1%	41	2.4%	57	3.3%	99	5.7%
	Over 50	6	0.4%	4	0.3%	10	0.7%	7	0.4%	3	0.2%	10	0.6%	4	0.2%	3	0.2%	7	0.4%
	<b>Total</b>	<b>107</b>	<b>7.2%</b>	<b>77</b>	<b>5.2%</b>	<b>184</b>	<b>12.5%</b>	<b>73</b>	<b>4.7%</b>	<b>76</b>	<b>4.9%</b>	<b>149</b>	<b>9.5%</b>	<b>63</b>	<b>3.7%</b>	<b>81</b>	<b>4.7%</b>	<b>145</b>	<b>8.4%</b>
NSW	Under 30	6	0.4%	6	0.4%	12	0.8%	16	1.0%	10	0.6%	26	1.7%	13	0.8%	9	0.5%	22	1.3%
	30-50	13	0.9%	9	0.6%	22	1.5%	53	3.4%	20	1.3%	73	4.7%	34	2.0%	31	1.8%	65	3.8%
	Over 50	5	0.3%	3	0.2%	8	0.5%	11	0.7%	5	0.3%	16	1.0%	12	0.7%	16	0.9%	28	1.6%
	<b>Total</b>	<b>24</b>	<b>1.6%</b>	<b>18</b>	<b>1.2%</b>	<b>42</b>	<b>2.8%</b>	<b>80</b>	<b>5.1%</b>	<b>35</b>	<b>2.2%</b>	<b>115</b>	<b>7.4%</b>	<b>59</b>	<b>3.4%</b>	<b>56</b>	<b>3.2%</b>	<b>115</b>	<b>6.7%</b>
QLD	Under 30	6	0.4%	3	0.2%	9	0.6%	11	0.7%	1	0.1%	12	0.8%	6	0.3%	8	0.5%	14	0.8%
	30-50	24	1.6%	14	0.9%	38	2.6%	20	1.3%	8	0.5%	28	1.8%	22	1.3%	16	0.9%	39	2.3%
	Over 50	2	0.1%	3	0.2%	5	0.3%	4	0.3%	0	0.0%	4	0.3%	3	0.2%	1	0.1%	4	0.2%
	<b>Total</b>	<b>32</b>	<b>2.2%</b>	<b>20</b>	<b>1.4%</b>	<b>52</b>	<b>3.5%</b>	<b>35</b>	<b>2.2%</b>	<b>9</b>	<b>0.6%</b>	<b>44</b>	<b>2.8%</b>	<b>31</b>	<b>1.8%</b>	<b>25</b>	<b>1.5%</b>	<b>57</b>	<b>3.3%</b>
USA	Under 30	8	0.5%	2	0.1%	10	0.7%	8	0.5%	6	0.4%	14	0.9%	4	0.2%	3	0.2%	7	0.4%
	30-50	9	0.6%	6	0.4%	15	1.0%	15	1.0%	3	0.2%	18	1.2%	11	0.6%	14	0.8%	25	1.5%
	Over 50	2	0.1%	1	0.1%	3	0.2%	6	0.4%	0	0.0%	6	0.4%	5	0.3%	2	0.1%	7	0.4%
	<b>Total</b>	<b>19</b>	<b>1.3%</b>	<b>9</b>	<b>0.6%</b>	<b>28</b>	<b>1.9%</b>	<b>29</b>	<b>1.9%</b>	<b>9</b>	<b>0.6%</b>	<b>38</b>	<b>2.4%</b>	<b>20</b>	<b>1.2%</b>	<b>19</b>	<b>1.1%</b>	<b>39</b>	<b>2.3%</b>
CAN	Under 30	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	0	0.0%	0	0.0%	0	0.0%
	30-50	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	2	0.1%	0	0.0%	2	0.1%
	Over 50	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	0	0.0%	0	0.0%	0	0.0%
	<b>Total</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>2</b>	<b>0.1%</b>	<b>0</b>	<b>0.0%</b>	<b>2</b>	<b>0.1%</b>
<b>Total</b>	<b>182</b>	<b>12.3%</b>	<b>124</b>	<b>8.4%</b>	<b>306</b>	<b>20.7%</b>	<b>217</b>	<b>13.9%</b>	<b>129</b>	<b>8.2%</b>	<b>346</b>	<b>22.1%</b>	<b>175</b>	<b>10.2%</b>	<b>181</b>	<b>10.5%</b>	<b>358</b>	<b>20.8%</b>	

**Table 7: Total number and rate of employee turnover by age group, gender and region**

		FY19						FY20						FY21					
		Male		Female		Total		Male		Female		Total		Male		Female		Total	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
VIC	Under 30	2	0.1%	8	0.6%	10	0.7%	3	0.2%	5	0.3%	8	0.5%	9	0.6%	10	0.6%	19	1.2%
	30-50	47	3.4%	33	2.4%	80	5.9%	35	2.4%	36	2.5%	71	4.8%	38	2.3%	32	2.0%	71	4.4%
	Over 50	7	0.5%	10	0.7%	17	1.2%	5	0.3%	7	0.5%	12	0.8%	8	0.5%	6	0.4%	14	0.9%
	<b>Total</b>	<b>56</b>	<b>4.1%</b>	<b>51</b>	<b>3.7%</b>	<b>107</b>	<b>7.8%</b>	<b>43</b>	<b>2.9%</b>	<b>48</b>	<b>3.3%</b>	<b>91</b>	<b>6.2%</b>	<b>55</b>	<b>3.4%</b>	<b>48</b>	<b>3.0%</b>	<b>104</b>	<b>6.4%</b>
NSW	Under 30	3	0.2%	6	0.4%	9	0.7%	2	0.1%	5	0.3%	7	0.5%	3	0.2%	4	0.2%	7	0.4%
	30-50	14	1.0%	33	2.4%	47	3.4%	19	1.3%	13	0.9%	32	2.2%	22	1.4%	22	1.4%	44	2.7%
	Over 50	5	0.4%	26	1.9%	31	2.3%	5	0.3%	4	0.3%	9	0.6%	12	0.7%	4	0.2%	16	1.0%
	<b>Total</b>	<b>22</b>	<b>1.6%</b>	<b>65</b>	<b>4.8%</b>	<b>87</b>	<b>6.4%</b>	<b>26</b>	<b>1.8%</b>	<b>22</b>	<b>1.5%</b>	<b>48</b>	<b>3.3%</b>	<b>37</b>	<b>2.3%</b>	<b>30</b>	<b>1.8%</b>	<b>67</b>	<b>4.1%</b>
QLD	Under 30	1	0.1%	5	0.4%	6	0.4%	3	0.2%	1	0.1%	4	0.3%	2	0.1%	3	0.2%	5	0.3%
	30-50	16	1.2%	20	1.5%	36	2.6%	10	0.7%	14	1.0%	24	1.6%	21	1.3%	13	0.8%	34	2.1%
	Over 50	5	0.4%	13	1.0%	18	1.3%	8	0.5%	0	0.0%	8	0.5%	7	0.4%	3	0.2%	10	0.6%
	<b>Total</b>	<b>22</b>	<b>1.6%</b>	<b>38</b>	<b>2.8%</b>	<b>60</b>	<b>4.4%</b>	<b>21</b>	<b>1.4%</b>	<b>15</b>	<b>1.0%</b>	<b>36</b>	<b>2.5%</b>	<b>30</b>	<b>1.8%</b>	<b>19</b>	<b>1.2%</b>	<b>49</b>	<b>3.0%</b>
USA	Under 30	3	0.2%	2	0.1%	5	0.4%	3	0.2%	0	0.0%	3	0.2%	3	0.2%	4	0.2%	7	0.4%
	30-50	15	1.1%	9	0.7%	24	1.8%	9	0.6%	4	0.3%	13	0.9%	8	0.5%	5	0.3%	13	0.8%
	Over 50	4	0.3%	3	0.2%	7	0.5%	2	0.1%	2	0.1%	4	0.3%	4	0.2%	0	0.0%	4	0.2%
	<b>Total</b>	<b>22</b>	<b>1.6%</b>	<b>14</b>	<b>1.0%</b>	<b>36</b>	<b>2.6%</b>	<b>14</b>	<b>1.0%</b>	<b>6</b>	<b>0.4%</b>	<b>20</b>	<b>1.4%</b>	<b>15</b>	<b>0.9%</b>	<b>9</b>	<b>0.6%</b>	<b>24</b>	<b>1.5%</b>
CAN	Under 30	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	0	0.0%	0	0.0%	0	0.0%
	30-50	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	0	0.0%	0	0.0%	0	0.0%
	Over 50	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	0	0.0%	0	0.0%	0	0.0%
	<b>Total</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>NR</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>
<b>Total</b>	<b>122</b>	<b>8.9%</b>	<b>168</b>	<b>12.3%</b>	<b>290</b>	<b>21.2%</b>	<b>104</b>	<b>7.1%</b>	<b>91</b>	<b>6.2%</b>	<b>195</b>	<b>13.3%</b>	<b>137</b>	<b>8.4%</b>	<b>106</b>	<b>6.5%</b>	<b>244</b>	<b>15.0%</b>	

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**

	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>
Average employee headcount	1,478	1,564	1,724
Average permanent employee headcount	1,367	1,465	1,623

**Table 9: Return to work and retention rates after parental leave by gender**

	<b>FY19</b>		<b>FY20</b>		<b>FY21</b>	
	<b>Male</b>	<b>Female</b>	<b>Male</b>	<b>Female</b>	<b>Male</b>	<b>Female</b>
Number of employees entitled to parental leave	695	492	794	453	896	592
Number of employees that took parental leave	48	52	49	43	75	48
Number of employees who returned to work after parental leave	47	49	51	27	69	42
Number of employees who returned to work after parental leave and were still employed 12 months after their return to work	32	19	46	41	45	22
Return to work rate	98%	94%	100%	87%	99%	98%
Retention rate	<b>94%</b>	<b>83%</b>	<b>98%</b>	<b>84%</b>	<b>88%</b>	<b>82%</b>

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

**Table 10: Average hours of training by employee category and gender**

	FY19			FY20			FY21		
	Male	Female	Average	Male	Female	Average	Male	Female	Average
CEO	43	N/A	43	26	0	26	18	0	18
Executive Management (exc. CEO)	40	43	41	23	22	23	20	20	20
Senior management / Specialist Leader	34	29	32	10	11	10	17	15	16
Middle Management / Specialist Partner	6	11	8	6	9	7	7	9	8
Manager / Specialist	7	8	7	5	6	5	4	6	5
Team leader / Advisor	7	9	8	6	5	6	4	4	4
Entry Level / Support	7	6	6	7	7	7	3	4	4

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**

BASIC SALARY	FY19				FY20				FY21				
	VIC	NSW	QLD	NA	VIC	NSW	QLD	NA	VIC	NSW	QLD	US	CAN
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	0:0
Executive Management (exc. CEO)	44:56	45:55	100:0	100:0	43:57	45:55	100:0	100:0	57:43	27:73	100:0	100:0	0:0
Senior Management / Specialist Leader	47:53	46:54	0:100	42:58	47:53	40:60	0:100	41:59	46:54	25:75	18:82	20:80	0:100
Middle Management / Specialist Partner	49:51	45:55	48:52	51:49	49:51	49:51	47:53	48:52	40:60	33:67	43:57	29:71	26:74
Manager / Specialist	49:51	48:52	46:54	48:52	48:52	47:53	47:53	48:52	37:63	19:81	33:67	28:72	77:23
Team Leader / Advisor	49:51	45:55	47:53	46:54	48:52	46:54	48:52	47:53	45:55	38:62	38:62	46:54	22:78
Entry Level / Support	47:53	40:60	43:57	52:48	48:52	42:58	44:56	51:49	58:42	38:62	40:59	53:47	100:0

Totals in this table excludes supervised workers

**Table 12: Ratio of the remuneration of women to men for each employee category, by significant locations of operation**

BASIC SALARY	FY19				FY20				FY21				
	VIC	NSW	QLD	NA	VIC	NSW	QLD	NA	VIC	NSW	QLD	USA	CAN
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	0:0
Executive Management (exc. CEO)	44:56	46:54	100:0	100:0	43:57	45:55	100:0	100:0	57:43	27:73	100:0	100:0	0:0
Senior management / Specialist Leader	46:54	46:54	0:100	42:58	46:54	36:64	0:100	43:57	45:55	24:76	19:81	22:78	0:100
Middle Management / Specialist Partner	49:51	44:56	47:53	53:47	49:51	48:52	46:54	48:52	40:60	33:67	43:57	29:71	25:75
Manager / Specialist	49:51	48:52	46:54	48:52	48:52	47:53	47:53	48:52	37:63	19:81	33:67	27:73	77:23
Team leader / Advisor	49:51	45:55	46:54	46:54	47:53	45:55	47:53	47:53	44:56	38:62	38:62	46:54	22:78
Entry Level / support	47:53	40:60	42:58	53:47	47:53	42:58	42:58	52:48	57:43	38:62	40:60	54:46	100:0

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

• Where dollar figures are supplied, USD and CAD have been converted to AUD using the exchange rate at 30 June of each financial year

**Table 13: Occupational health and safety**

UNPLANNED ABSENTEEISM	FY19		FY20		FY21	
	Male	Female	Male	Female	Male	Female
VIC	1.7%	2.0%	1.5%	1.9%	1.5%	2.2%
NSW	1.5%	2.7%	1.5%	1.7%	1.7%	2.0%
QLD	2.4%	2.4%	2.6%	2.9%	2.8%	2.8%
NA	0.9%	1.2%	1.0%	1.6%	1.1%	1.9%

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**

	FY19	FY20	FY21
Percentage of employees covered by collective bargaining agreements	9.28%	7.52%	7.23%

## Coverage of Transurban's defined benefit plan obligations

<b>FY21</b>	<p>Superannuation liabilities are met by the Group's general resources. The total payment for Australian employees was approximately AUD\$19.4M and payment to USA employees participating was \$5.6M for FY21.</p> <p>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 93% of 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.</p>
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## Benefits provided to full-time employees and not temporary or part-time employees

<b>Performance incentive</b>	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.
<b>Public transport offer</b>	Permanent full-time and part-time employees only who have completed their probation period (Victoria only).
<b>Group life insurance</b>	All employees of Transurban under the age of 65 are eligible for cover. This includes a person who works full-time, part-time, or on a fixed-term contract with a tenure of 12 months or longer, provided the person works at least 15 hours per week. This does not include persons employed on a casual basis.
<b>Group salary continuance</b>	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.
<b>ShareLink employee share purchase plan</b>	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

<b>CEO</b>	Chief Executive Officer
<b>Senior Executive</b>	Direct reports to the CEO. These employees are referred to as the key management personnel in the Group's Corporate Report.
<b>Senior Management / Specialist Leader</b>	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.
<b>Middle Manager / Specialist Partner</b>	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.
<b>Manager / Specialist</b>	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.
<b>Team Leader / Advisor</b>	Manage a functional team. Responsible for managing targets, budgets, service levels for teams.
<b>Entry Level / Support</b>	Employees are typically in administration, coordination and business support roles.

# 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
<b>General Disclosures</b>		
102-1	Name of the organization	Transurban Limited
102-2	Activities, brands, products, and services	FY21 Corporate Report/ About Transurban
102-3	Location of headquarters	Tower Five, Collins Square, 727 Collins Street, Docklands, Victoria Australia
102-4	Location of operations	FY21 Corporate Report/ About Transurban
102-5	Ownership and legal form	FY21 Corporate Governance Statement
102-6	Markets served	FY21 Corporate Report/ About Transurban
102-7	Scale of the organization	FY21 Corporate Report/ About Transurban FY21 Corporate Report/ Business performance, Financial statements
102-8	Information on employees and other workers	FY21 Corporate Report/ Our people FY21 Sustainability Supplement/ Employee data
102-9	Supply chain	FY21 Corporate Report/ Business partners and suppliers
102-10	Significant changes to the organization and its supply chain	FY21 Corporate Report/ About Transurban FY21 Corporate Report/ Letter from the Chair and CEO FY21 Corporate Report/ Business partners and suppliers FY21 Results Presentation

GRI	DISCLOSURE	LOCATION OR RESPONSE
<b>General Disclosures</b>		
102-11	Precautionary Principle or approach	<p>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.</p> <p>Transurban’s overall approach to risk is outlined in:</p> <ul style="list-style-type: none"> <li>• FY21 Corporate Report/ Risk management</li> <li>• FY21 Sustainability Supplement/ Climate Change Disclosures</li> <li>• FY21 Corporate Governance Statement material risk disclosures</li> <li>• Our Risk Management Policy</li> </ul>
102-12	External initiatives	<p>Transurban endorses several economic, environmental and social charters, principles or other initiatives including:</p> <ul style="list-style-type: none"> <li>• United Nations Global Compact</li> <li>• United Nations’ Sustainable Development Goals</li> <li>• Infrastructure Sustainability ratings for major projects (Australia)</li> <li>• Envision sustainability ratings for major projects (North America)</li> <li>• ISO 20400 – Sustainable procurement (guidance)</li> <li>• ASX Council’s Corporate Governance Principles (4th edition)</li> </ul>
102-13	Membership of associations	<p>Key Australian memberships include:</p> <ul style="list-style-type: none"> <li>• Committee for Economic Development of Australia</li> <li>• Infrastructure Partnerships Australia</li> <li>• Business Council of Australia</li> <li>• Infrastructure Sustainability Council of Australia (ISCA)</li> <li>• Roads Australia</li> <li>• Electric Vehicle Council</li> <li>• Business Renewables Centre Australia</li> <li>• Intelligent Transport Systems Australia</li> <li>• Signatory member of UN Global Compact/Global Compact Network Australia</li> <li>• ISCA Modern Slavery Coalition pilot (road construction sector)</li> </ul> <p>Key North American memberships include:</p> <ul style="list-style-type: none"> <li>• National Road Safety Partnership Program</li> <li>• Thriving Communities Partnership</li> <li>• Social Traders</li> <li>• The Association for the Improvement of American Infrastructure</li> <li>• American Highway Users Alliance</li> <li>• American Road and Transportation Builders Association</li> <li>• International Bridge, Tunnel and Turnpike Association</li> <li>• Intelligent Transportation Society of America</li> <li>• Intelligent Transportation Society of Virginia</li> <li>• Northern Virginia Transportation Alliance</li> </ul>



<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>General Disclosures</b>		
102-14	Statement from senior decision-maker	FY21 Corporate Report/ Letter from the Chair and CEO
102-15	Key impacts, risks, and opportunities	FY21 Corporate Report/ Business strategy FY21 Corporate Report/ Global Trends influencing our strategy FY21 Corporate Report/ Governance and risk FY21 Corporate Governance Statement material risk disclosure
102-16	Values, principles, standards, and norms of behaviour	FY21 Corporate Governance Statement Code of Conduct and Ethical Business Practices Policy
102-17	Mechanisms for advice and concerns about ethics	FY21 Corporate Governance Statement Whistleblower Policy
102-18	Governance structure	FY21 Corporate Governance Statement
102-19	Delegating authority	FY21 Corporate Governance Statement
102-20	Executive-level responsibility for economic, environmental, and social topics	The following executives were responsible for several key economic, environmental, and social matters in FY21: <ul style="list-style-type: none"> <li>• Sustainability Strategy: Group Executive Strategy (Henry Byrne)</li> <li>• Economic performance and sustainable procurement: Chief Financial Officer (Michelle Jablko)</li> <li>• Health, safety, and environment: Group Executive Partners, Delivery and Risk (Hugh Wehby)</li> <li>• Community: Group Executives of regional markets (Henry Byrne, Pierce Coffee, Andrew Head, Michele Huey, Sue Johnson)</li> <li>• Customer: Group Executive Customer and Technology (Simon Moorfield)</li> <li>• Diversity: Group Executive People and Culture (Suzette Corr)</li> </ul>
102-21	Consulting stakeholders on economic, environmental, and social topics	FY21 Corporate Report/ Business Strategy/ Working with our stakeholders
102-22	Composition of the highest governance body and its committees	FY21 Corporate Governance Statement
102-23	Chair of the highest governance body	FY21 Corporate Governance Statement
102-24	Nominating and selecting the highest governance body	FY21 Corporate Governance Statement

<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>General Disclosures</b>		
102-25	Conflicts of interest	FY21 Corporate Governance Statement
102-26	Role of highest governance body in setting purpose, values, and strategy	FY21 Corporate Governance Statement
102-27	Collective knowledge of highest governance body (of economic, environmental and social topics)	FY21 Corporate Governance Statement FY21 Corporate Report/ Governance and risk
102-28	Evaluating the highest governance body's performance	FY21 Corporate Governance Statement
102-29	Identifying and managing economic, environmental, and social impacts	FY21 Corporate Governance Statement FY21 Corporate Report/ Governance and risk
102-30	Effectiveness of risk management processes	FY21 Corporate Governance Statement FY21 Corporate Report/ Governance and risk
102-31	Review of economic, environmental, and social topics	FY21 Corporate Governance Statement FY21 Corporate Report/ Governance and risk
102-32	Highest governance body's role in sustainability reporting	The FY21 Corporate Report is reviewed and endorsed by Transurban's Board
102-33	Communicating critical concerns	FY21 Corporate Governance Statement Whistleblower Policy and Whistleblower Service
102-34	Nature and total number of critical concerns	FY21 Corporate Governance Statement Material risk disclosure
102-35	Remuneration policies	FY21 Remuneration Report
102-36	Process for determining remuneration	FY21 Remuneration Report
102-37	Stakeholders' involvement in remuneration	FY21 Remuneration Report
102-38	Annual total compensation ratio	CEO compensation: \$7,981,000 Mean employee compensation: \$177,198 Median employee compensation: \$139,150 Median compensation ratio: 57

<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>General Disclosures</b>		
102-39	Percentage increase in annual total compensation ratio	FY20 ratio of 56, FY21 ratio of 57, increase/decrease of 3%
102-40	List of stakeholder groups	FY21 Corporate Report/ Business Strategy/ Working with our stakeholders
102-41	Collective bargaining agreements	FY21 Sustainability Supplement/ Employee data
102-42	Identifying and selecting stakeholders	FY21 Corporate Report/ Business Strategy/ Working with our stakeholders
102-43	Approach to stakeholder engagement	FY21 Corporate Report/ Business Strategy/ Working with our stakeholders
102-44	Key topics and concerns raised	FY21 Corporate Report/ Business Strategy/ Working with our stakeholders
102-45	Entities included in the consolidated financial statements	FY21 Financial Statements
102-46	Defining report content and topic Boundaries	FY21 Corporate Report/ About this report FY21 Sustainability Supplement/ Material issues
102-47	List of material topics	FY21 Sustainability Supplement/ Material issues
102-48	Restatements of information	FY21 Sustainability Supplement/ Data methodology
102-49	Changes in reporting	FY21 Sustainability Supplement/ Material issues
102-50	Reporting period	FY21 (1 July 2020 to 30 June 2021)
102-51	Date of most recent report	The previous FY20 Corporate Report was released on 12 August 2020 The FY21 Corporate Report was released on 9 August 2021
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 FY21 Corporate Report/ Key contacts (back inside cover)
102-54	Claims of reporting in accordance with the GRI Standards	FY21 Corporate Report/ About this report

<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>General Disclosures</b>		
102-55	GRI content index	This table
102-56	External assurance	FY21 Sustainability Supplement/ Assurance statement
<b>Management Approach</b>		
103-1	Explanation of the material topic and its Boundary	FY21 Sustainability Supplement/ Material issues FY21 Corporate Report/ Business performance (refer to individual stakeholder sections for material issues relevant to each)
103-2	The management approach and its components	FY21 Corporate Report/ Business performance (refer to individual stakeholder sections for material issues relevant to each)
103-3	Evaluation of the management approach	FY21 Corporate Report/ Business performance (refer to individual stakeholder sections for material issues relevant to each)
<b>Economic Performance</b>		
201-1	Direct economic value generated and distributed	FY21 Results Presentation FY21 Corporate Report/ Community
201-2	Financial implications and other risks and opportunities due to climate change	FY21 Sustainability Supplement/ Climate Change Disclosures
201-3	Defined benefit plan obligations and other retirement plans	FY21 Sustainability Supplement/ 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 from government has been sought or received by Transurban in FY20 or FY21 relating to COVID-19 impacts on our business.

<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>Market Presence</b>		
202-1	Ratios of standard entry level wage by gender compared to local minimum wage	Refer to FY21 Sustainability Supplement/ Employee data, for average entry level remuneration gender equity ratio.
202-2	Proportion of senior management hired from the local community	FY21 Corporate Report/ Executive Committee biographies, Transurban's business operates across several major urban centres, and our Executive Committee are all from and based in those regions.
<b>Indirect Economic Impacts</b>		
203-1	Infrastructure investments and services supported	FY21 Corporate Report/ About Transurban FY21 Corporate Report/ Business Strategy
203-2	Significant indirect economic impacts	FY21 Corporate Report/ Government and Industry FY21 Corporate Report/ Business partners and suppliers FY21 Corporate Report/ Customers
<b>Procurement Practices</b>		
204-1	Proportion of spending on local suppliers	Transurban operates in urban centres of Australia (Melbourne, Sydney, Brisbane), the United States of America (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.
<b>Anti-corruption</b>		
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 at least an annual 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 FY21

GRI	DISCLOSURE	LOCATION OR RESPONSE
<b>Anti-competitive Behaviour</b>		
206-1	Legal actions for anti-competitive behaviour, anti-trust, and monopoly practices	None in FY21
<b>Materials</b>		
301-1	Materials used by weight or volume	<p>Transurban is developing a 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.</p> <p>Refer to FY21 Corporate Report/ Business partners and suppliers, for case studies on materials quantities used in construction projects, including materials and embodied emissions reductions achieved.</p>
301-2	Recycled input materials used	Refer to FY21 Corporate Report/ 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	<p>Transurban's only physical product is tolling tags which are provided to customers to enable toll road travel. Tags that are returned by customers and still function 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.</p> <p>Refer to FY21 Sustainability Supplement/ Environmental data, for data on customer tag collection and reuse/recycling.</p>
<b>Energy</b>		
302-1	Energy consumption within the organization	<p>FY21 Corporate Report/ Community</p> <p>FY21 Sustainability Supplement/ Environmental data</p>
302-2	Energy consumption outside of the organization	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	FY21 SDG Progress Report/ SDG 7.3.1 Energy intensity
302-4	Reduction of energy consumption	<p>FY21 Corporate Report/ Community</p> <p>FY21 SDG Progress Report/ SDG 7.3.1 Energy intensity</p>
302-5	Reductions in energy requirements of products and services	<p>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.</p> <p>Refer to FY21 Corporate Report/ Community, for details on customer vehicle time and emissions savings.</p>

<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>Water and Effluents</b>		
303-1	Interactions with water as a shared resource	<p>Transurban’s water use and impacts include:</p> <ul style="list-style-type: none"> <li>• The use of potable or recycled water for our operations including offices, road cleaning and maintenance, fire control systems, and irrigation</li> <li>• Management of stormwater and groundwater flows on our assets, including treatment and discharge</li> <li>• Potential impacts of our assets and projects on adjacent waterways that may arise from construction, run-off or other activities</li> </ul>
303-2	Management of water discharge-related impacts	<p>The majority of Transurban’s water discharge impacts relate to stormwater from road drainage, and groundwater management in tunnels.</p> <p>Stormwater is drained to control ponds and detention basins allow us to capture, treat for impurities in road run-off, and discharge appropriately.</p> <p>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.</p>
303-3	Water withdrawal	FY21 Sustainability Supplement/ Environmental data
303-4	Water discharge	FY21 Sustainability Supplement/ Environmental data
303-5	Water consumption	FY21 Sustainability Supplement/ Environmental data
<b>Biodiversity</b>		
304-1	Operational sites owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas	<p>Sections of the following motorways are located adjacent to areas of high biodiversity value (National Parks or nature reserves):</p> <ul style="list-style-type: none"> <li>• Hills M2 (Sydney – Lane Cove National Park)</li> <li>• Gateway Motorway (Brisbane – Karawatha Forest, Nudgee Waterhole Reserve, Belmont Hills Reserve, Stretton Wetland )</li> <li>• Legacy Way (Brisbane - Mount Coot-Tha Forest/D’Aguilar National Park Reserve)</li> <li>• Logan Motorway (Brisbane - Glider Forest Conservation Area, Sergeant Dan Stiller Memorial Reserve)</li> <li>• A25 (Montreal – Rivière des Prairies sturgeon habitat)</li> </ul>
304-2	Significant impacts of activities, products, and services on biodiversity	<p>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. Transurban has completed “fauna strike” assessments 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.</p>



<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>Biodiversity</b>		
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. Major projects also have a focus on protecting or enhancing local habitat where possible. The Logan Enhancement Project in Brisbane included a major “fauna bridge” and wildlife connectivity improvements.
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, measures to reduce impact include 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.
<b>Emissions</b>		
305-1	Direct (Scope 1) GHG emissions	FY21 Sustainability Supplement/ Environmental data FY21 Corporate Report/ Community
305-2	Energy indirect (Scope 2) GHG emissions	FY21 Sustainability Supplement/ Environmental data FY21 Corporate Report/ Community
305-3	Other indirect (Scope 3) GHG emissions	FY21 Sustainability Supplement/ Environmental data FY21 Corporate Report/ Community
305-4	GHG emissions intensity	FY21 SDG Progress Report/ SDG 9.4.1 CO <sub>2</sub> emission per unit of value added
305-5	Reduction of GHG emissions	FY21 Corporate Report/ 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	FY21 Sustainability Supplement/ Environmental data

<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>Effluents and Waste</b>		
306-2	Waste by type and disposal method	FY21 Sustainability Supplement/ Environmental data
306-3	Significant spills	No significant spills in FY21
306-4	Transport of hazardous waste	<p>Hazardous waste on our operational assets may include chemicals and solvents, old lighting fixtures, drain trap sludge and liquid waste.</p> <p>Waste is handled in accordance with laws and regulations in each region. Where required, hazardous waste transportation procedures are managed by specialist waste contractors.</p> <p>Hazardous waste on major construction projects is managed by the construction contractor.</p> <p>Transurban currently does not have an aggregated group-wide total for corporate reporting on hazardous waste quantities.</p>
<b>Environmental Compliance</b>		
307-1	Non-compliance with environmental laws and regulations	<p>No significant non-compliance, fines or non-monetary sanctions in FY21.</p> <p>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.</p>
<b>Supplier Environmental Assessment</b>		
308-1	New suppliers that were screened using environmental criteria	<p>All suppliers are subject to Transurban's Supplier Sustainability Code of Practice which includes environmental criteria.</p> <p>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</p>
308-2	Negative environmental impacts in the supply chain and actions taken	Refer to FY21 Corporate Report/ Business partners and suppliers, for details of impact assessment and reduction in our supply chain.
<b>Employment</b>		
401-1	New employee hires and employee turnover	FY21 Sustainability Supplement/ Employee data
401-2	Benefits provided to full-time employees that are not provided to temporary or part-time employees	FY21 Sustainability Supplement/ Employee data

<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>Employment</b>		
401-3	Parental leave	Refer to FY21 Sustainability Supplement/ 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. Employees taking Secondary Carer Leave are entitled to four weeks of paid leave and a further one week unpaid leave.
<b>Labour/Management Relations</b>		
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.
<b>Occupational Health and Safety</b>		
403-1	Occupational health and safety management system	FY21 Corporate Report/ Our people Transurban has an occupational health and safety (OHS) management system aligned with international management system standards ISO 45001
403-2	Hazard identification, risk assessment, and incident investigation	FY21 Corporate Report/ 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	FY21 Corporate Report/ 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	FY21 Corporate Report/ Our people Transurban has various methods and forums to enable worker participation, consultation and communication on occupational health and safety
403-5	Worker training on occupational health and safety	Transurban has a group wide Health, Safety and Environment Induction for all employees and contractors. In addition, various OHS training is undertaken on specific work-related hazards, high risk activities, or hazardous situations
403-6	Promotion of worker health	FY21 Corporate Report/ Our people

<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>Occupational Health and Safety</b>		
403-7	Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	FY21 Corporate Report/ Our people FY21 Corporate Report/ Business partners and suppliers
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	FY21 Corporate Report/ Our people
403-10	Work-related ill health	FY21 Corporate Report/ Our people
<b>Training and Education</b>		
404-1	Average hours of training per year per employee	FY21 Sustainability Supplement/ Employee data
404-2	Programs for upgrading employee skills and transition assistance programs	FY21 Corporate Report/ 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	100%
<b>Diversity and Equal Opportunity</b>		
405-1	Diversity of governance bodies and employees	FY21 Corporate Governance Statement
405-2	Ratio of basic salary and remuneration of women to men	FY21 Sustainability Supplement/ Employee data
<b>Non-discrimination</b>		
406-1	Incidents of discrimination and corrective actions taken	None in FY21

GRI	DISCLOSURE	LOCATION OR RESPONSE
<b>Freedom of Association and Collective Bargaining</b>		
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 of America and Canada, where freedom of association and collective bargaining are protected by law and fully supported by our employee and supply chain policies
<b>Child Labour</b>		
408-1	Operations and suppliers at significant risk for incidents of child labour	Human Rights Policy FY21 Modern Slavery Statement
<b>Forced or Compulsory Labour</b>		
409-1	Operations and suppliers at significant risk for incidents of forced or compulsory labour	Human Rights Policy FY21 Modern Slavery Statement
<b>Security Practices</b>		
410-1	Security personnel trained in human rights policies or procedures	Not applicable. Transurban does not employ security personnel on any significant basis.
<b>Rights of Indigenous Peoples</b>		
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.
<b>Human Rights Assessment</b>		
412-1	Operations that have been subject to human rights reviews or impact assessments	Human Rights Policy FY21 Modern Slavery Statement
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.

GRI	DISCLOSURE	LOCATION OR RESPONSE
<b>Local Communities</b>		
413-1	Operations with local community engagement, impact assessments, and development programs	FY21 Corporate Report/ Community
413-2	Operations with significant actual and potential negative impacts on local communities	FY21 Corporate Report/ Community
<b>Supplier Social Assessment</b>		
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
<b>Public Policy</b>		
415-1	Political contributions	Under Transurban's Political Contributions Policy, the Group is precluded from making any political donations. The policies permit participation in public policy dialogues on issues that may impact our business. In Australia, engagement with political representatives takes place through multiple avenues, including through our membership of business forums associated with both sides of politics. During FY21, the Group spent \$102,830 participating in events relevant with our business. A similar bipartisan approach is taken in the United States of America, resulting in \$61,250 being spent in FY21. Contributions in Quebec, Canada are prohibited and accordingly no contributions were made by the Group in Canada. All payments are disclosed in line with relevant government and regulatory requirements.
<b>Customer Health and Safety</b>		
416-1	Assessment of the health and safety impacts of product and service categories	FY21 Corporate Report/ Customers/ Road safety FY21 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 in FY21

<b>GRI</b>	<b>DISCLOSURE</b>	<b>LOCATION OR RESPONSE</b>
<b>Marketing and Labelling</b>		
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 FY21 Corporate Report/ 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 FY21
417-3	Incidents of non-compliance concerning marketing communications	None in FY21
<b>Customer Privacy</b>		
418-1	Substantiated complaints concerning breaches of customer privacy and losses of customer data	No material complaints or breaches in relation to privacy identified in FY21
<b>Socioeconomic Compliance</b>		
419-1	Non-compliance with laws and regulations in the social and economic area	None in FY21



# SASB Index

Transurban reports against the Sustainability Accounting Standards Board (SASB) sector standards 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 and 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 not relevant to Transurban. We have provided disclosure on both standards for completeness and commented on where Transurban's preferred metrics for each topic differ from SASB.

SASB	DISCLOSURE	LOCATION OR RESPONSE
<b>SASB Sector: Infrastructure - Engineering and Construction Services</b>		
<i>Topic: Environmental Impacts of Project Development</i>		
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	<p>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 project's public website.</p> <p>Refer to FY21 Corporate Report/ Project updates, for more details.</p> <p>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.</p> <p>Refer to FY21 Corporate Report/ Business partners and suppliers for more details.</p>
<i>Topic: Structural Integrity and Safety</i>		
IF-EN-250a.1	Amount of defect- and safety-related rework costs	<p>Transurban infrastructure is built by contractors that have responsibility within their contract for a defects and liability period after completion to resolve issues.</p> <p>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 its contractors if covered by these liability periods.</p>
IF-EN-250a.2	Total amount of monetary losses as a result of legal proceedings associated with defect- and safety-related incidents	None

SASB	DISCLOSURE	LOCATION OR RESPONSE
<b>SASB Sector: Infrastructure - Engineering and Construction Services</b>		
<b>Topic: Workforce Health and Safety</b>		
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: 0.33 recordable injuries per million work hours Contractor RIFR: 3.90 recordable injuries per million work hours No employee or contractor fatalities. Refer to FY21 Corporate Report/ Our people, for details.
<b>Topic: Lifecycle Impacts of Buildings and Infrastructure</b>		
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	FY21 Corporate Report/ Project updates Transurban uses the Infrastructure Sustainability Rating or Envision Sustainability Rating on our major projects: Eight projects with Sustainability Ratings certified Three 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 FY21 Corporate Report/ Business partners and suppliers, for details and other processes in place.
<b>Topic: Climate Impacts of Business Mix</b>		
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. As an energy consumer, Transurban has committed to a renewable Power Purchasing Agreement (PPA) that will supply up to 80% of electricity needs in our Queensland and New South Wales regions with renewables from completed and a soon-to-be-completed wind farms. Transurban is a contracted customer and does not manage this renewable energy project 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 FY21 Sustainability Supplement/ Climate Change Disclosures, for details on our climate change risks and strategy for mitigation and adaptation.

SASB	DISCLOSURE	LOCATION OR RESPONSE
<b>SASB Sector: Infrastructure - Engineering and Construction Services</b>		
<i>Topic: Business Ethics</i>		
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 USA 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 <sup>4</sup>	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.
<i>Topic: Business Ethics</i>		
IF-EN-000.A	Number of active projects	Seven major projects active as at end of FY21 FY21 Corporate Report/ Our roads and projects FY21 Corporate Report/ Project updates
IF-EN-000.B	Number of commissioned projects	Two major projects completed during FY21 (M8, NorthConnex)
IF-EN-000.C	Total backlog (committed project pipeline)	Seven major projects active as at end of FY21
<b>SASB Sector: Road Transportation</b>		
<i>Topic: Greenhouse Gas Emissions</i>		
TR-RO-110a.1	Gross global Scope 1 emissions	Scope 1 and 2: 197,738 tCO <sub>2</sub> e Scope 1: 4,748 tCO <sub>2</sub> e      Scope 2: 192,990 tCO <sub>2</sub> e Transurban's Scope 1 emissions comprise approximately 2.4% 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 FY21 Sustainability Supplement/ Environment data

SASB	DISCLOSURE	LOCATION OR RESPONSE
<b>SASB Sector: Road Transportation</b>		
<b>Topic: Greenhouse Gas Emissions</b>		
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	
TR-RO-110a.3	(1) Total fuel consumed, (2) percentage natural gas, (3) percentage renewable	Total fuel: 68,410 GJ Natural gas: 982 GJ (1.4 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 FY21 Sustainability Supplement/ Environment data
<b>Topic: Air Quality</b>		
TR-RO-120a.1	Air emissions of the following pollutants: (1) NOx (excluding N <sub>2</sub> O), (2) SOx, and (3) particulate matter (PM <sup>10</sup> )	FY21 Sustainability Supplement/ Environment data
<b>Topic: Driver Working Conditions</b>		
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: 0.33 recordable injuries per million work hours Contractor RIFR: 3.90 recordable injuries per million work hours No employee or contractor fatalities. Refer to FY21 Corporate Report/ Our people, for details.
TR-RO-320a.2	(1) Voluntary and (2) involuntary turnover rate for all employees	(1) Voluntary: 8.5% in FY21 (2) Involuntary: 3.3% in FY21 Refer to FY21 Sustainability Supplement/ 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 FY21 Corporate Report/ Our people, for details.

SASB	DISCLOSURE	LOCATION OR RESPONSE
<b>SASB Sector: Road Transportation</b>		
<i>Topic: Accident and Safety Management</i>		
TR-RO-540a.1	Number of road accidents and incidents	<p>286 serious injury road crashes in FY21</p> <p>4.29 Road Injury Crash Index (RICI) in FY21</p> <p>These metrics reflect customers driving on our toll roads having road accidents, it is not a measure of Transurban employee and contractor vehicles.</p> <p>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.</p> <p>Refer to FY21 Corporate Report/ Customers, for details and metrics on our Road Safety Strategy.</p>
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	<p>Metric not applicable, Transurban does not employ “drivers” in terms of this SASB sector’s focus on road transportation and logistics tasks.</p> <p>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.</p> <p>Refer to FY21 Corporate Report/ Our people, for details.</p>
TR-RO-540a.3	(1) Number and (2) aggregate volume of spills and releases to the environment	No significant spills in FY21
<i>Activity Metrics</i>		
TR-RO-000.A	Revenue ton miles (RTM)	<p>Metric not applicable to Transurban.</p> <p>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.</p> <p>VKT: 6.7 billion km in FY21.</p>
TR-RO-000.B	Load factor	Metric not applicable to Transurban.
TR-RO-000.C	Number of employees, number of truck drivers	<p>1,724 average employee headcount in FY21.</p> <p>Refer to FY21 Sustainability Supplement/ Employee data, for details.</p>

# KPMG assurance statement



## 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 2021.

### Information Subject to Assurance

The Information Subject to Assurance as presented in the Transurban Group 2021 Corporate Report and the 2021 Sustainability Supplement is identified below:

Information Subject to Assurance	Reported Value
Total scope 1 greenhouse gas emissions	4,748 tCO <sub>2e</sub>
Total scope 2 greenhouse gas emissions ("market-based")	192,990 tCO <sub>2e</sub>
Total scope 3 greenhouse gas emissions	425,466 tCO <sub>2e</sub>
Total energy consumed	956,612 GJ
Total customer travel emissions	1,195,728 tCO <sub>2e</sub>
Total customer travel emissions saved per day	2,475 tCO <sub>2e</sub>
NOx emissions (tonnes)	74t for CityLink 39t for Lane Cove Tunnel 9t for Cross City Tunnel
Road injury crash index (RICI)	4.29 injury crashes per 100 million km travelled
Total Employee Recordable Injuries (absolute)	1 (total)
Contractor Recordable injury frequency rate (RIFR)	3.90 contractor injuries per million hours
Community investment (\$)	\$2.9 million

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### 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 2021 Corporate Report and the 2021 Sustainability Supplement.

### 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 2021 Corporate Report and the 2021 Sustainability Supplement in their 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 Group, or for any other purpose than that for which it was prepared.

#### 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 period end 30 June 2021, 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 (including Independence Standards)* 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.

A handwritten signature in blue ink, appearing to read 'KPMG'.

KPMG  
Sydney

9 August 2021



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