Transurban

Transurban Sustainability **Basis of Preparation**

This document describes the key activity boundaries, methodologies, and references used in the preparation of Transurban's reported sustainability metrics, including our approach to reporting and materiality, greenhouse gas (GHG) emissions and associated climate disclosures.

Version tracking

Date	Version	Nature of change(s)
8/8/2024	1	First version, generally applicable for all preceding years FY19-FY24
20/8/2025	2	Updated for FY25 Corporate Report; with changes including but not limited to updates to scope 2 market-based methodology, noted changes to Scope 3 category 1 methodology, and additional sustainability information included beyond GHG (materiality approach)

Disclaimer

This document is prepared by Transurban Holdings Limited (ACN 098 143 429), Transurban International Limited (ACN 121 746 825) and Transurban Infrastructure Management Limited (ACN 098 147 678; AFSL 246 585) as the responsible entity of Transurban Holding Trust (ARSN 098 807 419) (together referred to as "Transurban", "Transurban Group" or "Group").

This document is intended to assist investors in understanding Transurban's reported GHG emissions and associated climate change disclosures.

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Information in this document around Transurban's sustainability reporting and GHG activities and methodology details reflect Transurban's intention as at the date of this document, and Transurban does not make any guarantee as to the accuracy of the information in the future. Similarly, information in this document and information derived from the key calculation boundaries, methodologies, assumptions, and references described in this document are not intended to provide guidance in relation to the future performance of Transurban.

Due to the inherent uncertainties and limitations associated with measuring GHG emissions and energy consumption, and that reported GHG emissions and energy figures are based on 9-12 months of data available as at the time of reporting and extrapolated to provide full year total, all GHG emissions and operational energy consumption data or references to GHG emissions and operational energy consumption volumes (including ratios or percentages) in this document are estimates and Transurban does not guarantee the accuracy of the information provided (including GHG data in our Corporate Report). Please see page 7 at 'Data accuracy and estimates' for more information.

This document contains certain forward-looking statements. The words "continue", "intend", "expect", "forecast", "potential", "estimated", "projected", "likely", "anticipate" and other similar expressions are intended to identify forward looking statements which discuss future expectations concerning climate change, sustainability and energy transition scenarios and outcomes.

Any forward-looking statements are based on the information available as at the date of this document and/or the date of Transurban's planning processes or scenario analysis processes. Such forward looking statements are not guarantees of future performance and involve known and unknown risks, uncertainties and other factors , many of which are beyond the control of Transurban, its related bodies corporate, its affiliates, and their respective Directors, officers, employees, agents and advisors, that may cause actual results to differ materially from those expressed or implied in such statements.

There can be no assurance that actual outcomes will not differ materially from these statements.

For example, Transurban engages third party contractors and suppliers to carry out development and construction activities and to provide certain systems and services, including those relating to tolling, customer services, operations and maintenance services, road management and control systems and therefore Transurban's ability to lower GHG emissions and energy consumption and meet stated targets may depend on such key contractors and suppliers and risks associated with them. These risks include (without limitation) changes in government policy and engineering specifications, the level of technological advancements and innovation and the availability of lower carbon materials. If any of these contractors and suppliers are unable or unwilling to lower their own GHG emissions and energy consumption (noting that there is no guarantee that Transurban would be successful if it enforced any relevant contractual obligations owed to it), this may have an adverse effect on the likelihood of fulfilment of forward-looking statements. Accordingly, forward-looking statements are not guarantees of future financial, operational, environmental or social performance. Transurban makes no representation, assurance or guarantee as to the accuracy, completeness or likelihood of fulfilment of any forward-looking statement, any outcomes expressed or implied in any forward-looking statement or any assumptions on which a forward-looking statement is based.

Related documents and references

Transurban's GHG emissions and associated climate disclosures are produced in accordance with this document and other related Transurban documents and legislation, standards and guidance, including but not limited to:

Transurban documents

Transurban Corporate Report (public)
Transurban Sustainability Data Pack (public)
Transurban Sustainability Policy (public)
Transurban Climate Change Framework
Transurban Sustainability Data Procedure
Transurban Contractor Activity Environmental Data Collection Guide
Transurban Sustainability Strategy

External references

Global Reporting Initiative (GRI)
International Integrated Reporting Framework (IIRC)
Sustainability Accounting Standards Board (SASB)
United Nations Sustainable Development Goals (UN SDGs)
IFRS S1 General Requirements for Disclosure of Sustainability-related Financial Information
Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard
Australian Government National Greenhouse and Energy Reporting Scheme (NGERs)
Task Force on Climate-Related Financial Disclosures (TCFD)

Our approach to sustainability reporting and materiality

At Transurban, our sustainability reporting is guided by globally recognised frameworks and standards to ensure transparency, comparability, and relevance. These include:

- **International Integrated Reporting Framework (IIRC)** – providing a clear and concise structure for reporting across strategy, governance, risk, performance, and value creation.
- **Global Reporting Initiative (GRI)** – enabling standardised sustainability impact reporting across industries and sectors.
- **Task Force on Climate-related Financial Disclosures (TCFD)** – supporting climate-related risk and opportunity disclosure.
- **Sustainability Accounting Standards Board (SASB)** – offering sector-specific ESG disclosure guidance.
- **United Nations Sustainable Development Goals (UN SDGs)** – aligning our efforts with global sustainability priorities.

Our approach is also shaped by our **Sustainability Strategy and Policy**. Our specialist Environmental, Social and Governance (ESG) teams drive this work, providing strategic advice and updates on progress, trends, and emerging issues to the Board and Executive Committee, who maintain oversight of these key issues.

In FY24, in response to the new **IFRS ISSB S1 (General Sustainability Disclosures)** standard, we adopted a **double materiality approach** – assessing both:

- **Impact materiality:** Transurban's impact on people, the planet, and the economy.
- **Financial materiality:** The potential for ESG issues to affect Transurban's ability to create or preserve value.

This approach provides a more holistic view of the interconnections between sustainability impacts and long-term value creation.

To inform our assessment, we engaged with representatives from all six of our key stakeholder groups: **Customers, Government and Industry, Investors, Communities, Our People, and Business Partners and Suppliers**. This process was supported by an independent third-party consultant to ensure objectivity and rigour.

We continue to **review our material ESG topics annually**, ensuring they reflect what matters most to our stakeholders and our business. The outcomes – including a **materiality matrix**, key themes, and stakeholder insights – are published in our **Annual Corporate Report**.

Assurance

Assurance of key sustainability data, including GHG data and selected material climate disclosures is provided on an annual basis through third party assurance providers. Reasonable or limited assurance is provided for a range of reported ESG metrics each reporting period, with the associated assurance statement, scope, and outcomes included within the relevant year-end corporate reporting suite of documents.

Assurance is provided in accordance with Australian Standard on Assurance Engagements ASAE 3000 Assurance Engagements Other than Audits or Reviews of Historical Financial Information (ASAE 3000), and Assurance Engagements on Greenhouse Gas Statements (ASAE 3410).

Reasonable assurance	Reasonable assurance is a high, but not absolute, level of assurance. The aim is to reduce the risk of a material misstatement to an acceptably low level. However, due to the inherent limitations of an audit, there is always a risk that some material misstatement may not be detected, even though the audit is properly planned and performed.
Limited assurance	Limited assurance is a lower level of assurance than reasonable assurance. It involves less detailed testing and is therefore less extensive in nature. The procedures for a limited assurance engagement are primarily analytical procedures and inquiries. The aim is to provide a level of assurance that is meaningful to the user, but less than that provided by reasonable assurance.

In both cases, the assurance provider collects and evaluates evidence in order to form a conclusion about the information or process under review.

Consolidation and boundary approach for GHG disclosures

Transurban applies the GHG Protocol, and associated concepts of equity share and control, in combination with facility level reporting requirements outlined in the Australian NGERs to set organisational and operational boundaries for GHG disclosures.

Where a Transurban GHG inventory is presented, the associated consolidation approach and reporting boundary is noted based on the following definitions. Control determination for the associated reporting period is included in the corporate reporting suite of documents each year.

Control approach	100% of GHG emissions are accounted for from operations over which Transurban has control. No GHG emissions are accounted for from operations in which Transurban owns an interest but has no control. **Operational Control** Transurban uses the Australian NGERs when determining operational control for the purposes of GHG consolidation. Generally, Transurban is deemed to have operational control over an operation/facility if Transurban (or one of its subsidiaries) has the full authority to introduce and implement its operating policies at the operation. **Financial Control** Transurban uses the Australian Accounting Standards when determining financial control for the purposes of GHG consolidation. Where joint financial control exists, and no other party is deemed to have control, Transurban accounts for the proportionate interest of GHG emissions from joint operations.
Equity share approach	Under Scope 3 Category 15 Transurban reports GHG emissions from operations, relative to Transurban share of equity in the operation(s).

Unless otherwise stated Transurban generally reports GHG inventories at a Group level. Breakdowns may be presented on a facility-level (asset) basis, which includes the following:

Corporate/shared services	Emissions reported on a Corporate basis represent shared services (controlled by Transurban) that are not associated with a specific facility, for example corporate offices and group travel.
Assets	Where emissions are reported on an Operational Control - Facility Basis, all emissions associated with facility and operations are reported as being controlled by Transurban.

An up to date list of Assets that Transurban owns or controls is maintained in our annual Sustainability Data Pack.

Australian regulatory reporting

In addition to corporate disclosures, Transurban reports GHG emissions under the Australian NGERs. NGERs reporting is limited to Transurban's Australian operations and reported on an Operational Control basis at a Facility level as per NGERs requirements. As such, NGERs disclosures may vary from the Transurban corporate inventory. Aligned with Australian NGERs legislation, for Transurban an asset constitutes a facility for NGERs reporting, whereas Corporate / shared services are reported under "State Head Offices" as NGERs facilities.

GHG reporting

GHG emissions and climate disclosures are calculated using methodologies in accordance with the Greenhouse Gas (GHG) Protocol: A Corporate Accounting and Reporting Standard and associated suite of standards and guidance documents published by the World Resources Institute and the World Business Council for Sustainable Development (WBCSD), the Australian Government National Greenhouse and Energy Reporting (NGERs) Scheme, and the recommendations of the Financial Stability Board's Task Force on Climate-Related Financial Disclosures (TCFD) including its Guidance on Metrics, Targets and Transition Plans.

Select GHG disclosures are assured annually in accordance with relevant assurance standards for non-financial reporting with assurance statements for each year published with the corporate reporting suite of documents available on our website.

To support this, Transurban maintains mature data capture, management, storage and review processes to support reliable and robust data management and disclosure.

1.1. GHG scope of reporting

Transurban reports all material scope 1, scope 2, and scope 3 GHG emissions (in accordance with the table below) for corporate and operational activities. Where an asset or entity has less than 6 months of operations, these may be excluded from the reporting period due to limited data availability or reliability.

Transurban used the GHG Protocol to determine our scope 1, 2 and 3 emissions sources, as defined by the Corporate Accounting and Reporting Standard:

- Scope 1: Direct GHG emissions that occur from sources that are owned or controlled by the company, for example, emissions from combustion in owned or controlled equipment
- Scope 2: Indirect GHG emissions from the generation of purchased energy consumed by the company
- Scope 3: All other indirect GHG emissions that are a consequence of company activities, but occur from sources not owned or controlled by the company.

A summary of included and excluded activities in Transurban's scope 1, 2, and 3 GHG inventories is provided in Table 1. See Appendix 1 for detailed materiality, inclusions, exclusions and calculation methodology related to each scope.

Table 1: Transurban GHG activities

Included GHG category	Transurban sources/activities
Scope 1	Fuels and gas used in Transurban controlled activities/facilities, including contractors, for road operations, maintenance, and incident response. Fuels and gas used in Transurban owned or operated plant and equipment.
Scope 2	Electricity used in road operations, including but not limited to tunnel ventilation systems, roadside lighting and equipment, heating ventilation and cooling, control centres and corporate offices.
Scope 3.1. Purchased goods and services	All business purchases, and operations and maintenance activities not included in scope 1 and 2 or other scope 3 categories.
Scope 3.2. Capital goods	Fuel, electricity, and materials used in the new construction, or major widening/upgrade, of Transurban toll roads.
Scope 3.3. Fuel and energy related activities	Upstream emissions from purchased fuel and electricity, and transmission and distribution losses.
Scope 3.5. Waste generated in operations	Waste from road operations and maintenance, and corporate offices.
Scope 3.6. Business travel	Employee air travel. (Note: taxis and other travel captured in scope 3.1).
Scope 3.15. Investments	Proportionate interest of scope 1 and 2 emissions from asset operations where Transurban does not have control.

Excluded GHG category	Rationale
Scope 3.4. Upstream transportation and distribution	Material upstream transportation and distribution emissions associated with the delivery of construction materials is included within 3.2 Capital Goods.
Scope 3.7. Employee commuting	Employee travel between home and Transurban offices has been deemed immaterial.
Scope 3.8. Upstream leased assets	Fuel and electricity from the operation of leased assets are included within scope 1 and 2 where applicable.
Scope 3.9. Downstream transportation and distribution	Transport and distribution of products not paid for by Transurban has been deemed immaterial.
Scope 3.10. Processing of sold products	Transurban does not sell any products that undergo further manufacturing.
Scope 3.11. Use of sold products	Transurban does not sell any products that have direct use phase emissions. (Note: see Appendix 1 and Appendix 2 for treatment and measurement of indirect-use phase emissions).
Scope 3.11a. Downstream emissions from fossil fuels distributed but not sold by the company	Transurban does not distribute fossil fuels.
Scope 3.12. End-of-life treatment of sold products	Disposal of in-vehicle tolling transponders has been deemed immaterial.
Scope 3.13. Downstream leased assets	Transurban does not have any downstream leased assets.
Scope 3.14. Franchises	Transurban does not have any franchises.

GHG emissions reduction targets

Transurban has set both near-term and long-term GHG reduction targets to guide company decarbonisation efforts. These targets inform our GHG management approach and priorities and may be reviewed and updated in response to significant changes in company structure and activities, and/or GHG measurement and target setting methodology and standards.

Any forward-looking statements are based on the information available as at the date of this document and are not guarantees of future performance and involve known and unknown risks, uncertainties and other factors that may cause actual outcomes to differ materially.

Transurban uses the market-based scope 2 method for the purposes of GHG reduction targets, and unless otherwise stated, Transurban GHG reduction targets and materiality statements are relative to a FY19 base year (July 2018 – June 2019). Due to the timing and nature of public disclosures, published baseline GHG inventories may vary slightly from source to source. Where material discrepancies exist, the below numbers should be referenced.

Achieving our targets is based on several key assumptions and dependencies, as noted below. Our targets should only be read within the context of these assumptions.

Our near-term 2030 GHG emissions targets were validated by SBTi in 2020 but have not been revalidated within the mandatory 5-year review period pending updates to SBTi's Corporate Net Zero Standard. As such, they cover all material scope 1 and 2 emissions, and relevant scope 3 emissions as per SBTi methodology (more than two-thirds of scope 3 emissions coverage where scope 3 emissions are more than 40% of total scope 1, 2 and 3 emissions). These targets and associated baselines may be updated over time in accordance with SBTi commitments, evolving standards and/or changes in GHG calculation methodology.

While not currently validated by SBTi, Transurban's 2050 net zero target has been prepared generally in accordance with SBTi net-zero methodology (v1.0) and includes all relevant scope 1, 2 and 3 GHG emissions as per Transurban's published GHG inventory.

Near-term target(s)	**Baseline**
Reduce absolute scope 1 and 2 GHG emissions by 50% by FY30 from a FY19 baseline	**122,346 tCO2e**[1]
Reduce scope 3 GHG emissions from purchased goods and services (associated with road infrastructure maintenance and operation) 22% per vehicle kilometre travelled by customers by FY30 from a FY19 baseline	**29.2 tCO2e/MVKT**
Reduce scope 3 emissions from capital goods by 55% per $M capital expenditure by FY30 from a FY19 baseline	**181.4 tCO2e/$MCapex**

Long-term target(s)	**Baseline**
Transurban is targeting net-zero GHG emissions across the value chain by 2050, reducing absolute scope 1, 2, and 3 GHG emissions 90% by FY50 from a FY19 base year.	**526,160 tCO2e**[2]

For company performance against GHG reduction targets, see the most recent corporate reporting suite of documents (including the Sustainability Data Pack and climate disclosure inside the Corporate Report) available on our website. Please note that performance against Scope 3 emissions cannot be made at this time due to issues identified and resolved in FY25 for FY25 only. More detail is included through our FY25 disclosures.

Assumptions and dependencies

Achieving our 2050 target is dependent on industry and government innovation and collaboration towards GHG reduction across hard-to-abate sectors in our value chain, supported by relevant government policy (such as renewable energy targets, vehicle emissions standards, and other industrial policy to support low carbon technologies). While we are committed to working with value chain partners and governments on new and emerging technologies to reduce GHG emissions, particularly for hard-to-abate construction materials such as cement , steel, and asphalt, our ability to meet our targets will be limited to what is possible in the Australian and North American context, such as compliance with engineering regulations and standards.

In preparing our sustainability data, including GHG emissions data and reporting our performance against these targets, we may rely on the accuracy of data provided by third parties, including major contractors, utility providers, Government entities and other relevant stakeholders.

Data accuracy and estimates

Transurban provides detailed and transparent GHG data in our Corporate Report and Sustainability Data Pack to accompany financial statements. Due to invoicing cycles and supply chain reporting, some GHG data requires a longer period to collect and verify compared to financial data. For the current reporting year estimation of incomplete GHG datasets is used to provide a full year dataset indicative of Transurban's GHG inventory for the reported period. Estimated figures are included in the assured data scope and it is not expected that these estimates will materially affect GHG data totals.

Where possible, estimates are reduced as far as practicable in reported data sets with consideration to data governance, quality, and assurance processes. Typically this results in two months of estimates for scope 1, 2 and 3 and customer emissions.

Where material estimation has been used in relation to a key performance metric, written commentary in this document, the sustainability data pack and/or the Corporate Report will address this.

Transurban periodically reviews materiality of activities, its methodology for calculating emissions for accuracy, simplification, alignment with standards, and/or transition planning purposes which may result in changes to reporting, restated emissions totals and/or point-in-time incompatibility of year-on-year data. Where applicable changes are noted within our annual Sustainability Data Pack and relevant scope overviews within Appendix 1 below.

While Transurban takes all effort to reduce errors in estimates, we do not guarantee the accuracy of the information provided and investors should not place undue reliance on these estimates or forward-looking statements. See 'Disclaimer' for further details.

[1] *In FY25 Scope 2 (market-based) methodology has been updated to align with FY25 Clean Energy Regulator guidance, and this has been applied retrospectively to FY24. Baseline has not been updated and as such comparisons from FY25 and FY24 to baseline cannot be made. Refer to Appendix 1 for more information.*
[2] *Baseline has not been restated using methodology updates applied to FY25 figures. Comparisons with baseline cannot be made at this time. Refer to Appendix 1 for more information.*

Inventory discrepancies	Due to rounding and data presentation, there may be minor discrepancies in reported totals compared to the sum of individual asset data.
GHG change management	Due to invoicing cycles and supply chain reporting, it can take up to 3 months following the end of the financial year for full GHG data to become available. • If final figures for the period vary materially from those published in the Corporate Report and Sustainability Data Pack (containing estimates), or if corrections are required to ensure past year data remains consistent with future reporting scope, GHG inventories will be considered for re-publishing with revision context provided. Depending on the materiality of the variance, this may occur on an ad hoc basis, or it may occur as part of the following year's Report. • Where final figures are considered consistent with published Corporate Report and Sustainability Data Pack data, the GHG inventory will be updated in the following year's Report to reflect actual figures.
GHG disclosures	GHG inventories disclosed to other parties such as ESG benchmarks will typically reflect published datasets except for regulatory reporting such as NGERs where an updated actual data set will be provided to the extent practicable. As such, reported figures for Transurban may vary depending on the context.

Appendix 1: Transurban GHG activities and methodology details

Transurban uses the GHG Protocol and Australian NGERs to define our scope 1, 2 and 3 emissions. This section provides an overview of the application of GHG Protocol and NGERs applied to Transurban activities and determination of related GHG emissions.

Scope 1, Direct GHG emissions

Definition	Direct emissions from operations that are owned or controlled by Transurban.
Transurban's relevant activities	• Fuels and gas used in Transurban owned or operated plant and equipment • Fuels and gas used for road operations, maintenance and incident response in facilities controlled by Transurban.
Activity boundary	All direct emissions occurring at offices and facilities owned or operated by Transurban. Under NGERs operational control, this includes the direct emissions of contractors operating within Transurban controlled office and facility physical boundaries (i.e. the geographic extent of operations and maintenance activities under motorway concessions).
Exclusions	Fugitive emissions from air conditioning units.
Calculation methodology	Calculated by multiplying the quantity of fuel type by the applicable energy and/or fuel emission factor, sourced from appropriate regional or global references. Unless region-specific factors are available, the National Greenhouse and Energy Reporting (Measurement) Determination 2008 (Cth) (Australian NGER (Measurement) Determination) has been used as the source for scope 1 factors and methodologies. Region specific factors used: • North America: Environmental Protection Agency eGRID.
Additional notes	

Scope 2, Indirect GHG emissions

Definition	Indirect emissions from the generation of purchased or acquired electricity consumed by Transurban.
Transurban's relevant activities	Electricity used in road operations, including but not limited to tunnel ventilation systems, roadside lighting and equipment, heating ventilation and cooling, control centres and corporate offices.
Activity boundary	All electricity consumption at offices and facilities owned or operated by Transurban. Under NGERs operational control, this includes electricity used and reported by contractors operating within Transurban controlled offices and facility physical boundaries.
Exclusions	Upstream emissions from purchased fuel and electricity, and transmission and distribution losses are included in Scope 3.3 in line with Clean Energy Regulator guidance.
Calculation methodology	Calculated by multiplying the quantity of electricity by the relevant energy and/or emissions factor for the reporting method. Consistent with the GHG Protocol, two reporting methods are used for the calculation of indirect electricity emissions: • Market-based reporting: electricity emissions accounting for consumption of onsite renewable generation, network and voluntary renewable electricity purchases, and the surrender/retirement of Renewable Energy Certificates (RECs) • Location-based reporting: grid-average electricity generation emission for defined geographic locations (i.e. grid factors) where the electricity is consumed (after accounting for onsite generation). Unless otherwise specified, Transurban's GHG inventory, GHG target basis, and renewable electricity claims use the Market-based method. Geographic factors are sourced from the relevant legislation guidance or agency e.g. the Australian NGER (Measurement) Determination for AU grid emissions factors, and eGrid for North America.
Additional notes	In FY25, following Clean Energy Regulator guidance, the market-based calculation methodology has been modified to report electricity-related scope 3 emissions separately under scope 3, category 3. Given the material impact to scope 2 emissions total, this change has been applied to FY24 and FY25 GHG inventories which have been re-published in the FY25 Sustainability Data Pack. Prior year data has not been restated and comparisons with prior years should not be made. Previously in FY24 Transurban adopted Climate Active guidance to include upstream (scope 3) emissions within the scope 2 market-based emissions total. RECs are typically surrendered in February and August each year. Some REC surrenders for FY25 reporting period will occur post-results publication date.

Scope 3, Category 1, Purchased goods and services

Definition	Extraction, production, and transportation of goods and services purchased or acquired by Transurban, not otherwise included in Categories 2 - 8.
GHG Protocol Boundaries	All upstream (cradle-to-gate) emissions of purchased goods and services.
Transurban's relevant activities	All corporate expenditure associated with business and asset operations and maintenance activities not included in scope 1 and scope 2, or other scope 3 categories.
Activity boundary	All relevant expenditure by Transurban entities.
Exclusions	Exclusions include non-carbon related activities/expenses such as wages, employee benefits, general fees and taxes, and activities that are directly measured and reported under other emissions categories (e.g. scope 1 and 2, waste, flights).
Calculation methodology	Estimated by multiplying procurement spend data by relevant Environmentally Extended Input-Output (EEIO) GHG emissions factors based on spend categorisation. This method provides an estimate of purchased goods and services lifecycle emissions based on industry level data (spend-based average data method). Transurban uses EEIO factors developed by the Integrated Sustainability Analysis (ISA) research group at the University of Sydney mapped to Transurban spend categories on a best-fit basis. For FY25 data only, estimated emissions were adjusted for inflation to address historic pricing reflected in EEIO factors, utilising the Reserve Bank of Australia (RBA) inflation calculator for a representative 'basket of goods and services'. Inflation adjustment calculation is applied to total Scope 3, Category 1 emissions using March 2025 quarterly inflation figures. Inflation has resulted in an adjustment of 25.5% since 2017. This equates to an average annual inflation rate of 3.2%, which has been applied to FY25 figures only. This data should be used as an estimate only and informs Transurban decarbonisation impacts, opportunities, and strategy. Data collection improves over time, and Transurban is reviewing Scope 3, Category 1 methodology as part of continuing transition planning and disclosure work.
Additional notes	Scope 3 data was overestimated for FY19-FY24 due to the exclusion of inflation adjustments and inclusion of activities directly measured and reported under other emissions categories. The comparative figures for these years remain unchanged, and corrections have only been applied to FY25. Consequently, any comparison to previous years, or baseline should not be made.

Scope 3, Category 2, Capital goods

Definition	Extraction, production, and transportation of capital goods purchased or acquired by Transurban.
GHG Protocol Boundaries	All upstream (cradle-to-gate) emissions of purchased capital goods.
Transurban's relevant activities	Fuel, electricity, and materials used in the new construction, or major widening/upgrade, of Transurban toll roads (Major Projects).
Activity boundary	Construction phase embodied carbon of Major Projects, including emissions associated with materials manufacturing and transport, and construction scope 1 and scope 2 emissions.
Exclusions	Excludes operating asset 'projects' which are currently captured under Scope 3, Category 1 (e.g. asphalt re-sheeting). Also excludes other non-project capital expenses currently captured under Scope 3, Category 1.
Calculation methodology	Emissions from Transurban major projects are estimated based on major project spend multiplied by project-specific emissions factors. Project-specific emissions factors are obtained where available from GHG inventories provided by construction partners in Australia as part of Infrastructure Sustainability Council (IS) Rating Tool requirements (which Transurban requires to be completed on all Major Projects in Australia). The IS Rating Tool calculator for GHG emissions includes fuel and electricity consumed during major project construction and the embodied emissions of construction materials (e.g. concrete, asphalt, steel, etc.) based on product specific or industry LCA factors approved by the IS technical working group. Materiality of included construction materials is determined on a project specific basis using the IS Materials Calculator within the IS Ratings tool. The associated GHG emissions for each project are updated at 'base case', 'design', and 'as-built' phases to provide forecast and actual total GHG emissions at various project stages. Refer to the IS Technical Manual for additional detail on IS rating methodology. To provide an estimate of relevant emissions in the reporting period, Transurban uses the most recent GHG estimate available for each project to create project specific emissions factors (relative to total project spend) and multiplies this factor by the relevant project specific spend in the reporting period. Where a project-specific emissions factor is unavailable (e.g. North America projects), the Transurban FY19 major project emissions intensity average is used as an estimate GHG factor.
Additional notes	

Scope 3, Category 3, Fuel and energy related activities (not included in scope 1 or scope 2)

Definition	Extraction, production, and transportation of fuels and energy purchased or acquired by Transurban, not already accounted for in scope 1 or scope 2.
GHG Protocol Boundaries	For upstream emissions of purchased fuels: a. All upstream (cradle-to-gate) emissions of purchased fuels (from raw material extraction up to the point of, but excluding combustion) b. For upstream emissions of purchased electricity: All upstream (cradle-to-gate) emissions of purchased fuels (from raw material extraction up to the point of, but excluding, combustion by a power generator) c. For Transmission and Distribution (T&D) losses: All upstream (cradle-to-gate) emissions of energy consumed in a T&D system, including emissions from combustion d. For generation of purchased electricity that is sold to end users: Emissions from the generation of purchased energy.
Transurban's relevant activities	Upstream emissions from Transurban purchased fuels and electricity transmission and distribution losses.
Activity boundary	Upstream emissions from Transurban purchased fuels and electricity transmission and distribution losses.
Exclusions	Nil material exclusions.
Calculation methodology	Emissions from fuel and electricity supply networks are calculated by multiplying fuel and electricity quantities by the relevant energy and/or scope 3 emissions factors primarily sourced from the Australian Government National Greenhouse Accounts (NGA) Factors or other jurisdictional/regional factors where relevant (Environmental Protection Agency eGRID and Canada National Inventory Report).
Additional notes	From FY25 onwards upstream electricity-related emissions are included in the scope 3 category 3 total (previously included in scope 2 market-based total). This methodology update follows Clean Energy Regulator guidance and has been applied retrospectively to historical years reported in the FY25 Sustainability Data Pack .

Scope 3, Category 4, Upstream transportation and distribution

Definition	Transportation and distribution of products purchased by Transurban between a company's tier 1 suppliers and its own operations (in vehicles and facilities not owned or controlled by Transurban). Transportation and distribution services purchased by Transurban, including inbound logistics, outbound logistics (e.g., of sold products), and transportation and distribution between a company's own facilities (in vehicles and facilities not owned or controlled by Transurban).
GHG Protocol Boundaries	The scope 1 and scope 2 emissions of transportation and distribution providers that occur during use of vehicles and facilities (e.g., from energy use). Optional: The life cycle emissions associated with manufacturing vehicles, facilities, or infrastructure.
Transurban's relevant activities	Upstream transportation and distribution emissions associated with the delivery of construction materials for Major Projects.
Activity boundary	Material upstream transportation and distribution GHG emissions associated with the delivery of construction materials for Major Projects as reported by construction partners through the IS Rating process.
Exclusions	Nil material exclusions. The relevant emissions are reported in other scope 3 categories.
Calculation methodology	GHG emissions associated with the transport of materials for operating asset projects considered included in EEIO estimate methodology under Scope 3, Category 1, Purchased Goods and Services. See Scope 3, Category 1, Purchased goods and services for associated methodology. GHG emissions associated with the delivery of construction materials for Major Projects are reported within Scope 3, Category 2, Capital Goods. See Scope 3, Category 2, Capital goods for associated methodology.
Additional notes	Transurban does not report against the optional Scope 3, Category 4 boundary.

Scope 3, Category 5, Waste generated in operations

Definition	Disposal and treatment of waste generated in Transurban's operations (in facilities not owned or controlled by Transurban).
GHG Protocol Boundaries	The scope 1 and scope 2 emissions of waste management suppliers that occur during waste disposal or treatment. Optional: Emissions from transportation of waste.
Transurban's relevant activities	Waste from road operations and maintenance, and corporate offices.
Activity boundary	Waste services engaged by Transurban or reported by contractors operating within Transurban controlled office/facility boundaries.
Exclusions	Liquid/hazardous waste.
Calculation methodology	Activity data is taken from waste contractor invoices or subcontractor reports, including recycling or disposal outcome, and multiplied by relevant waste disposal emissions factors. Waste factors are derived from the Australian NGER (Measurement) Determination.
Additional notes	Transurban does not report against the optional Scope 3, Category 5 boundary.

Scope 3, Category 6, Business travel

Definition	Transportation of employees for business-related activities (in vehicles not owned or operated by Transurban).
GHG Protocol Boundaries	The scope 1 and scope 2 emissions of transportation carriers that occur during use of vehicles (e.g., from energy use). Optional: The life cycle emissions associated with manufacturing vehicles or infrastructure.
Transurban's relevant activities	Employee air travel for business-related activities.
Activity boundary	All domestic and international air travel booked through Transurban employee booking services.
Exclusions	Taxis and other road travel captured in Scope 3, Category 1, Purchased Goods and Services.
Calculation methodology	Activity data provided by Transurban's business travel partner/s is multiplied by relevant emissions factors for domestic and international air travel, e.g. factors from UK DEFRA guidelines as recommended by the GHG Protocol.
Additional notes	Transurban does not report against the optional Scope 3, Category 6 boundary.

Scope 3, Category 7, Employee commuting

Definition	Transportation of employees between their homes and their worksites (in vehicles not owned or operated by Transurban).
GHG Protocol Boundaries	The scope 1 and scope 2 emissions of employees and transportation providers that occur during use of vehicles (e.g., from energy use). Optional: Emissions from employee teleworking.
Transurban's relevant activities	Employee commuting to offices and assets.
Activity boundary	Deemed immaterial due to Transurban corporate office proximity to public transport links.
Exclusions	Excluded. Deemed negligible, estimated at ~2,200 tCO2e per annum (<0.5% of base year scope 3).
Calculation methodology	Estimated based on Australian employee base and Australian 'commuting to work' 2016 census information.
Additional notes	Transurban does not report against the optional Scope 3, Category 7 boundary.

Scope 3, Category 8, Upstream leased assets

Definition	Operation of assets leased by Transurban (lessee) and not included in scope 1 and scope 2 – reported by lessee.
GHG Protocol Boundaries	The scope 1 and scope 2 emissions of lessors that occur during Transurban's operation of leased assets (e.g., from energy use). Optional: The life cycle emissions associated with manufacturing or constructing leased assets.
Transurban's relevant activities	All fuel and electricity emissions from leased asset operations included within scope 1 and scope 2.
Activity boundary	All Transurban assets are effectively 'leased assets' being under concession arrangement with Government partners. Given the length of these concession arrangements, Transurban treats these assets as 'owned' for the purposes of GHG reporting and as such all fuel and electricity from the operation of leased assets is included within scope 1 and scope 2 where applicable.
Exclusions	Nil material exclusions, The relevant emissions are reported in scope 1 and scope 2.
Calculation methodology	As per scope 1 and scope 2 methodology.
Additional notes	Transurban does not report against the optional Scope 3, Category 8 boundary.

Scope 3, Category 9, Downstream transportation and distribution

Definition	Transportation and distribution of products sold by Transurban between Transurban's operations and the end consumer (if not paid for by Transurban), including retail and storage (in vehicles and facilities not owned or controlled by Transurban).
GHG Protocol Boundaries	The scope 1 and scope 2 emissions of transportation providers, distributors, and retailers that occur during use of vehicles and facilities (e.g., from energy use). Optional: The life cycle emissions associated with manufacturing vehicles, facilities, or infrastructure.
Transurban's relevant activities	No transport or distribution of products not paid for by Transurban.
Activity boundary	Nil material activities.
Exclusions	Nil material exclusions.
Calculation methodology	Not applicable.
Additional notes	Transurban does not report against the optional Scope 3, Category 9 boundary.

Scope 3, Category 10, Processing of sold products

Definition	Processing of intermediate products sold by downstream companies (e.g., manufacturers).
GHG Protocol Boundaries	The scope 1 and scope 2 emissions of downstream companies that occur during processing (e.g., from energy use).
Transurban's relevant activities	Transurban does not sell any products that undergo further processing or manufacturing.
Activity boundary	Nil material activities.
Exclusions	Nil material exclusions.
Calculation methodology	Not applicable.
Additional notes	

Scope 3, Category 11, Use of sold products

Definition	End use of goods and services sold by Transurban.
GHG Protocol Boundaries	The direct use-phase emissions of sold products over their expected lifetime (i.e., the scope 1 and scope 2 emissions of end users that occur from the use of: products that directly consume energy (fuels or electricity) during use; fuels and feedstocks; and GHGs and products that contain or form GHGs that are emitted during use) Optional: The indirect use-phase emissions of sold products over their expected lifetime (i.e., emissions from the use of products that indirectly consume energy (fuels or electricity) during use).
Transurban's relevant activities	Transurban does not sell any products that directly consume material energy during use, nor have direct use-phase emissions. Customer travel on Transurban roads results in indirect use-phase emissions dependent on the type of customer and vehicle used. While Transurban designs and operates roads in a manner that generally reduces individual customer emissions compared to alternative routes (through improved free flowing traffic conditions and smoother gradients), Transurban has a very limited ability to influence customer vehicle selection, the primary driver of indirect-use phase emissions, and as such does not report against the optional indirect use-phase boundary. Transurban acknowledges the significance of road transport-related emissions and reports an estimate of these emissions separate to the Transurban GHG inventory (see Appendix 2).
Activity boundary	Nil material activities.
Exclusions	Nil material exclusions.
Calculation methodology	See Appendix 2 for further detail on the estimation of customer emissions reported separate to the Transurban GHG inventory.
Additional notes	Transurban does not report against the optional Scope 3, Category 11 boundary.

Scope 3, Category 12, End-of-life treatment of sold products

Definition	Waste disposal and treatment of products sold by the reporting company at the end of their life.
GHG Protocol Boundaries	The scope 1 and scope 2 emissions of waste management companies that occur during disposal or treatment of sold products.
Transurban's relevant activities	Disposal of in-vehicle tolling transponders (tags).
Activity boundary	Tags returned to Transurban or partners for disposal or replacement.
Exclusions	Excluded. Deemed negligible, estimated at ~40 tCO2e per annum (0.01% of base year scope 3).
Calculation methodology	Measured quantity of returned tags multiplied by relevant Australian non-putrescible waste factor.
Additional notes	

Scope 3, Category 13, Downstream leased assets

Definition	Operation of assets owned by Transurban and leased to other entities, not included in scope 1 and scope 2 – reported by Transurban.
GHG Protocol Boundaries	The scope 1 and scope 2 emissions of lessees that occur during operation of leased assets (e.g., from energy use). Optional: The life cycle emissions associated with manufacturing or constructing leased assets.
Transurban's relevant activities	Use of office or asset facilities leased to maintenance and incident response partners.
Activity boundary	Emissions associated with leased spaces in Transurban owned or operated offices or facilities are generally included within Transurban scope 1 and scope 2 categories.
Exclusions	Nil material exclusions. The relevant emissions reported in other scope 1 and scope 2.
Calculation methodology	Not applicable, see scope 1 and scope 2 methodology.
Additional notes	Transurban does not report against the optional Scope 3, Category 13 boundary.

Scope 3, Category 14, Franchises

Definition	Operation of franchises, not included in scope 1 and scope 2 – reported by Transurban.
GHG Protocol Boundaries	The scope 1 and scope 2 emissions of franchisees that occur during operation of franchises (e.g. from energy use). Optional: The life cycle emissions associated with manufacturing or constructing franchises.
Transurban's relevant activities	Transurban does not have any franchises.
Activity boundary	Nil material activities.
Exclusions	Nil material exclusions.
Calculation methodology	Not applicable.
Additional notes	Transurban does not report against the optional Scope 3, Category 14 boundary.

Scope 3, Category 15, Investments

Definition	Operation of investments (including equity and debt investments, and project finance) not included in scope 1 or scope 2.
GHG Protocol Boundaries	Equity investments made by the reporting company using the company's own capital and balance sheet.
Transurban's relevant activities	Direct fuel and electricity use associated with the operation of non-controlled road assets by Transurban equity partner/s.
Activity boundary	Scope 1 and Scope 2 emissions associated with asset operations where Transurban does not have operational or financial control (adjusted for the share of equity that Transurban holds).
Exclusions	Nil material exclusions.
Calculation methodology	Scope 1 and 2 operational emissions are obtained directly from equity partners for asset operations where Transurban does not have operational or financial control, or otherwise calculated by Transurban using the relevant scope 1 and 2 measurement methodologies described elsewhere in this document (based on equity-partner reported fuel and electricity quantities). These emissions are then apportioned based on Transurban's equity interest.
Additional notes	

Appendix 2: Customer emissions

Customer travel on Transurban roads results in indirect use-phase emissions dependent on the type of customer and vehicle used.

While Transurban designs and operates roads in a manner that aims to reduce individual customer emissions compared to alternative routes (through improved free flowing traffic conditions and smoother gradients), Transurban has a very limited ability to influence customer vehicle selection, the primary driver of indirect use-phase emissions, and as such does not report customer emissions under the optional indirect use-phase boundary (scope 3, category 11).

Customer travel and emissions data estimation methodology and assumptions

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

The tolling system (depending on asset) records a combination of length, height and width of the vehicle. 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) for each asset. 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 consumption (calculated using COPERT Australia equations), travel speed, and NGA fuel type emissions factors. COPERT Australia equations are 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 Road Vehicles Australia report, published by the Bureau of Infrastructure and Transport Research Economic annually.

Customer emissions saved

Estimates are based on the actual trips taken on each Transurban toll road as per our tolling data, compared with a scenario in which the same number of trips were taken on an alternative toll free route. Tolled trips represent routes that incorporate one or more toll road(s) for all or part of the trip. Untolled trips, or hypothetical reference trips, refers to the best estimated available alternative route that avoids tolls and favours main roads, using TomTom average travel speed data.

To calculate emissions savings, we compare the estimated emissions generated by the tolled route with those from the corresponding untolled route as a weighted average corresponding to Transurban tolled trip volume data across the day. These calculations are integrated into our Trip Compare tool, which presents both route options alongside key estimated metrics including travel time, cost, estimated fuel consumption, and emissions savings.

This tool is designed to support customers in understanding the environmental and economic impacts of their travel choices.

For further details on the routes used in the calculations for our overall reported customer emissions savings, please refer to Table 2 which lists the start and end points of both the tolled and untolled reference routes for each of our assets.

Customer travel savings are ultimately reported as emissions saved per workday (tCO2e / Workday) within the Customer emissions tab in the FY25 Sustainability Data Pack. This represents the emissions saved per workday by using tolled routes as opposed to untolled routes. A "workday" is defined as Monday to Friday, excluding public holidays.

Note that for reporting purposes, the customer GHG savings from our US assets are estimated at this stage due to data limitations and the incomparability of US tolling data to the Australian tolling data used to calculate saved emissions for our Australian assets.

Table 2: Reference trip start and end locations

			Start		End*	
State	**Asset**	**Direction**	**Lat**	**Long**	**Lat**	**Long**
NSW	CCT	EB / WB	-33.87	151.19	-33.877	151.232
NSW	ED	NB / SB	-33.938	151.194	-33.856	151.208
NSW	LCT	EB / WB	-33.78	151.134	-33.829	151.214
NSW	M2	EB / WB	-33.752	150.952	-33.801	151.145
NSW	M5 W	EB / WB	-33.954	150.878	-33.942	151.08
NSW	M5E	EB	-33.942	151.077	-33.946	151.169
NSW	M5E	WB	-33.946	151.171	-33.941	151.076
NSW	M7	NB	-33.962	150.875	-33.739	150.946
NSW	M7	SB	-33.738	150.946	-33.972	150.873
NSW	M8	EB	-33.944	151.077	-33.915	151.184
NSW	M8	WB	-33.915	151.184	-33.944	151.072
NSW	NCX	NB / SB	-33.759	151.044	-33.71	151.117
NSW	WCX M4M8L+RI	NB / SB	-33.921	151.192	-33.861	151.164
NSW	WCX M4**	EB / WB	-33.828	150.997	-33.868	151.181
QC	A25	NB	45.497	-73.558	45.73	-73.604
QC	A25	SB	45.73	-73.605	45.509	-73.557
QLD	AirportlinkM7	NB / SB	-27.451	153.029	-27.412	153.068
QLD	Clem7	NB / SB	-27.501	153.037	-27.43	153.042
QLD	Gateway	NB / SB	-27.638	153.138	-27.396	153.106
QLD	Gateway Extension	NB	-27.658	153.053	-27.562	153.079
QLD	Gateway Extension	SB	-27.562	153.079	-27.661	153.067
QLD	GBB	EB / WB	-27.484	152.993	-27.478	153.019
QLD	Legacy Way	EB / WB	-27.507	152.94	-27.446	153.029
QLD	Logan	EB	-27.562	152.924	-27.714	153.203
QLD	Logan	WB	-27.715	153.202	-27.562	152.922
VIC	CityLink - Southern Link	NB	-37.828	144.953	-37.726	144.852
VIC	CityLink - Southern Link	SB	-37.726	144.854	-37.827	144.952
VIC	CityLink - Western Link	EB / WB	-37.827	144.961	-37.845	145.04
VIC	CityLink - Batman Ave	EB	-37.816	144.973	-37.83	145.012

**Start/end coordinates are approximate*
***Updated Dec 2023*

Appendix 3: Climate–related metrics

To assist in the management of identified climate risks (threats and opportunities), we use climate-related metrics and targets to provide transparency on what we monitor and the progress we are making towards mitigating climate-related risks.

We continue to review and enhance our current set of performance metrics in line with TCFD guidance, the Australian Sustainability Reporting Standards (ASRS), other emerging disclosure frameworks (e.g. IFRS S1, TNFD), and our own ongoing climate risk assessment practices and governance processes. See climate disclosure in the annual Corporate Report for more details.

Table 3 summarises current metrics aligned to strategic climate-related threats and opportunities identified by Transurban.

Assumption and dependencies

These climate-related metrics rely on several assumptions, including reliance on accuracy of third party party data sources, such as Bureau of Meteorology (BOM), contractor data and other Government sources, as well as individual judgements that may be inherent in some system data and aggregation.

Table 3: Climate-related metrics

Metric	Unit of measure	Method / Definition
Threat 1: Unexpected changes to stakeholder expectations, government policies and regulation in relation to climate change create an unfavourable operating environment, impacting our reputation and financial performance		
T 1.1 Alignment with government partner interim and net zero climate targets	Aligned / Not Aligned	Transurban reviews government climate targets in relevant policies within each operating market (as well as Australian Federal government policies), including legislated and/or publicly announced GHG reduction targets, on an annual basis. Degree of alignment is qualitatively evaluated to determine high-level consistency between Transurban and government partner interim and net zero targets, as specified by rating criteria below. Transurban assesses the alignment of our interim and net zero targets specifically with Federal or State government interim and net zero emissions targets. This assessment does not consider baseline years or other methodological consideration. Alignment is assessed based on two elements: existence of an interim reduction target, and existence of a net zero target, as set out within the respective policies. It does not include alignment of time horizons to achieve these targets, or the specific percentage of the interim targets. Basis for Alignment: • Aligned – Transurban has set interim reduction and net zero targets • Not Aligned – Transurban has not set interim reduction or net zero targets and thus does not align with targets set out within stated government policies below Note: This metric is designed as a pulse check to assess how our targets compare with key government partners. This assessment does not represent a detailed comparison or analysis of methodologies, baselines, assumptions, or other aspects of government climate policy. See Alignment Summary below for more detail.

T1.1 Alignment Summary

Market	Government Partner / Policy	Legislation / Document	Selected Interim and Net Zero targets identified for alignment assessment*	Where in Document	Transurban Alignment
Australia (National)	Department of Climate Change, Energy, Environment and Water (DCCEEW)	Climate Change Act 2022	2030: 43% reduction 2050: net zero	Section 10(1)	Aligned
NSW	Department of Planning, Industry and Environment	Climate Change (Net Zero Future) Act 2023	2030: 50% reduction 2035: 70% reduction 2050: net zero	Section 9(1)	Aligned
Queensland	Department of Energy and Climate	Clean Economy Jobs act 2024	2030: 30% reduction 2035: 75% reduction 2050: net zero	Section 5(1)	Aligned
Victoria	Department of Energy, Environment and Climate Action (DEECA)	Climate Change and Energy Legislation Amendment (Renewable Energy and Storage Targets) Act 2024	2025: 28-33% reduction 2030: 45-50% reduction 2035: 75-80% reduction 2045: net zero	Sections 5 and 6(1)-6(3)	Aligned
Canada	Quebec Ministry of Transportation	2030 Plan for a Green Economy targets	2030: 37.5% reduction 2050: carbon neutral	Overview, pp. 1-2	Aligned
USA	Virginia Commonwealth Clean Energy Policy	2021 Commonwealth Clean Energy Policy	2045: net zero emissions in all sectors	Section A.1	Aligned

Threat 2: Increase in incidence of severe weather events and average temperature affects lifecycle planning, disrupts operations, and increases operating costs		
T 2.1 Number of recordable heat-related injuries that have occurred (Transurban employees and contractors)	Number	Heat-related injuries are captured via Transurban's HSE reporting system.
T 2.2 Traffic incidents on operational assets that occurred on wet or very hot days	Number	Incident numbers based on vehicular traffic incidents reported via Transurban's Operations Management Control Systems (OMCS) on assets in Australia, filtered for defined weather criteria. "Wet" defined as 10mm of rain occurring within 1 hour of reported incident. "Very hot" defined as incidents occurring on days with maximum temperature over 40 degrees Celsius. Weather data obtained from Bureau of Meteorology (BOM) weather stations in Brisbane (Brisbane station), Melbourne (Olympic Park station) and Sydney (Observation Hill station), accessed every 15-30 minutes. Incidents are logged as observed by Traffic Control Room Operators in response to dynamic motorway conditions according to State-based incident reporting guidelines and training, and are subject to individual judgement. Additional judgement is required in aggregating incidents (including collisions, crashes, breakdowns, stopped vehicles, and mechanical failures) as systems and processes may vary across assets. Note: due to system updates and changes to weather station selection in FY25, historic data from FY21 to FY24 has been restated and may not match figures in prior year Sustainability Data Pack reporting. For simplicity and data consistency, a single centrally located weather station has been used for each city in which we operate for FY25 and restated historic incidents, while in previous years data from multiple weather stations in each city were used. North American assets excluded from reporting as not available in our system data at this time.
T 2.3 Operational assets with current high-level climate change risk assessments	%	Based on risk assessment workshops undertaken to identify relevant climate drivers and hazards and assess associated risks under different climate scenarios. Metric retired as of FY25 and superseded by metric T2.4.
T2.4 Operational assets with completed Climate Change Adaptation Plan (CCAP)	%	Transurban is committed to undertaking climate change risk assessments and developing Climate Change Adaptation Plans (CCAP) for every operational asset, following a standardised approach outlined in our Climate Change Risk and Adaptation Guideline. CCAPs identify relevant climate-related hazards and exposures, qualitatively assess business risks in line with Transurban's ERM Framework, and outline potential adaptation pathways in response to physical climate risks. CCAPs utilise publicly accessible RCP 8.5 climate projections to assess physical risks under a high-emissions scenario. Climate variables considered include: temperature and heatwaves; rainfall and flooding; bushfire weather; sea level rise; droughts; and relative humidity, over the short- (2030), medium- (2050), and long-term (2090).
T 2.5 Major projects under construction with finalised climate change risk assessments	%	For new assets, Transurban endeavours to include contractual requirements to undertake a climate change risk assessment. Transurban has commitments to IS ratings from the Infrastructure Sustainability Council for the design and construction phases for major projects in Australia, and Envision ratings from the Institute for Sustainable Infrastructure for major projects in North America.
Opportunity 1: Showcase our leadership in climate-risk management to open new market opportunities, strengthen relationships with existing government partners, and capitalise on innovation opportunities		
O 1.1 CDP score	Rating	Transurban participates in CDP voluntary corporate climate and emissions reporting. More information on scoring methodology can be found on the CDP website.
O 1.2 Cumulative weighted average Infrastructure Sustainability rating score	Points	Transurban has commitments to IS ratings from the Infrastructure Sustainability Council for the design and construction phases for major projects in Australia, and Envision ratings from the Institute for Sustainable Infrastructure for major projects in North America. Note that the cumulative average is for Australian projects only, using the IS ratings.
Opportunity 2: Take proactive steps to reduce Scope 1, 2 and 3 GHG emissions and customer emissions, and transition to net zero		
O 2.1 Scope 1 emissions	tCO2e	See Table 1: Transurban GHG Activities and Appendix 1 definitions above.
O 2.2 Scope 2 emissions (market-based)	tCO2e	See Table 1: Transurban GHG Activities and Appendix 1 definitions above.
O 2.3 Scope 1 and 2 emissions intensity	tCO2e/$M toll revenue	To determine Scope 1 and 2 emissions intensity, statutory toll revenue has been extracted from the profit and loss statement in corresponding years.
O 2.4 Scope 3 emissions	tCO2e	See Table 1: Transurban GHG Activities above for corresponding Scope 3 categories.
O 2.5 Cumulative embodied GHG emission savings from major projects	tCO2e	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."
O 2.6 Cumulative materials savings from major projects	Tonnes of concrete	
	Tonnes of asphalt	
	Tonnes of aggregate	