

FY18 Sustainability Data Report



FY18 SUSTAINABILITY DATA REPORT

In this Sustainability Data Report appendix we provide detailed information about our workforce and environmental performance for FY18 to provide context for highlights in the FY18 Sustainability Report.

Categories and definitions have been reported in this format for several years to present consistent, transparent figures. Some categories have been reported to align with Global Reporting Initiative guidelines to allow for comparability with other organisations.

Employee data covers people employed by Transurban, with notes provided on the definitions and scope of figures reported. Environmental data includes all operating assets in which Transurban had an interest in FY18, with a summary of assets and the coverage of Transurban's environmental targets.

For some of our most material social and environmental indicators, KPMG provided limited assurance over selected disclosures within the FY18 Sustainability Report:

- Road Injury Crash Index
- Recordable Injury Frequency Rate
- Scope 1 GHG emissions (tCO₂e)
- Scope 2 GHG emissions (tCO₂e)
- Nitrogen oxides (NO_x) emissions (tonnes)
- Customer vehicle GHG emissions (tCO₂e)
- Community investment (\$).

The KPMG limited assurance statement is attached to this Sustainability Data Report.



TOTAL NUMBER OF EMPLOYEES BY EMPLOYMENT CONTRACT AND GENDER

	FY16						FY17						FY18					
	Male		Female		Total		Male		Female		Total		Male		Female		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Casual	6	0.4%	11	0.8%	17	1.3%	9	26.5%	25	73.5%	34	2.1%	11	32.4%	23	67.6%	34	2.1%
Fixed full-time	26	1.9%	22	1.6%	48	3.5%	25	39.7%	38	60.3%	63	3.9%	36	45.6%	43	54.4%	79	4.8%
Fixed part-time	1	0.1%	5	0.4%	6	0.4%	0	0.0%	2	100.0%	2	0.1%	3	20.0%	12	80.0%	15	0.9%
Permanent full-time	584	43.0%	380	28.0%	964	70.9%	664	61.9%	408	38.1%	1,072	66.3%	743	62.1%	454	37.9%	1,197	72.5%
Permanent part-time	4	0.3%	103	7.6%	107	7.9%	9	7.3%	115	92.7%	124	7.7%	9	7.4%	113	92.6%	122	7.4%
Supervised Workers	130	9.6%	87	6.4%	217	16.0%	183	56.8%	139	43.2%	322	19.9%	130	63.4%	75	36.6%	205	12.4%
Grand Total	751	55.3%	608	44.7%	1,359	100.0%	890	55.0%	727	45.0%	1,617	100.0%	932	56.4%	720	43.6%	1,652	100.0%

Transurban's headcount definition includes direct Transurban employees (permanent full time/part time, fixed term full time/part time, casuals) & individual/independent contractors ('Supervised workers' in this definition), but excludes non-executive directors & employees on maternity leave, salary continuance & master service agreement (MSA) contractors. Number of males, females per employment type is a percentage of the Grand Total. Figures are as at 30 June at the end of each financial year.

TOTAL WORKFORCE BY REGION AND GENDER

	FY16						FY17						FY18					
	Male		Female		Total		Male		Female		Total		Male		Female		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
VIC	388	28.6%	297	21.9%	685	50.4%	482	57.1%	362	42.9%	844	52.2%	499	57.0%	377	43.0%	876	53.0%
NSW	150	11.0%	129	9.5%	279	20.5%	149	50.3%	147	49.7%	296	18.3%	167	54.6%	139	45.4%	306	18.5%
QLD	105	7.7%	130	9.6%	235	17.3%	142	48.1%	153	51.9%	295	18.2%	157	52.3%	143	47.7%	300	18.2%
USA	108	7.9%	52	3.8%	160	11.8%	117	64.3%	65	35.7%	182	11.3%	109	64.1%	61	35.9%	170	10.3%
Total	751	55.3%	608	44.7%	1,359	100.0%	890	55.0%	727	45.0%	1,617	100.0%	932	56.4%	720	43.6%	1,652	100.0%

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



TOTAL WORKFORCE BY EMPLOYEE CATEGORY AND GENDER

	FY16						FY17						FY18					
	Male		Female		Total		Male		Female		Total		Male		Female		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
CEO	1	0.1%	0	0.0%	1	0.1%	1	100.0%	0	0.0%	1	0.1%	1	100.0%	0	0.0%	1	0.1%
Senior executive	5	0.4%	4	0.4%	9	0.8%	5	55.6%	4	44.4%	9	0.7%	6	54.5%	5	45.5%	11	0.8%
Senior management	22	1.9%	8	0.7%	30	2.6%	22	62.9%	13	37.1%	35	2.7%	26	66.7%	13	33.3%	39	2.7%
Middle Management	67	5.9%	33	2.9%	100	8.8%	79	69.3%	35	30.7%	114	8.8%	102	67.5%	49	32.5%	151	10.4%
Manager	43	3.8%	29	2.5%	72	6.3%	62	63.9%	35	36.1%	97	7.5%	52	62.7%	31	37.3%	83	5.7%
Professional / technical	415	36.3%	206	18.0%	621	54.4%	16	42.1%	22	57.9%	38	2.9%	549	65.3%	292	34.7%	841	58.1%
Supervisor / team leader	14	1.2%	22	1.9%	36	3.2%	472	65.6%	248	34.4%	720	55.6%	17	54.8%	14	45.2%	31	2.1%
Customer service	34	3.0%	135	11.8%	169	14.8%	26	16.3%	134	83.8%	160	12.4%	32	18.7%	139	81.3%	171	11.8%
Administration / support	20	1.8%	84	7.4%	104	9.1%	24	19.8%	97	80.2%	121	9.3%	17	14.3%	102	85.7%	119	8.2%
TOTAL	621	54.4%	521	45.6%	1,142	100.0%	707	54.6%	588	45.4%	1,295	100.0%	802	55.4%	645	44.6%	1,447	100.0%

The Senior Executive count for FY18 excludes one female executive who was on parental leave. Including the female executive the gender split at senior executive level is 50:50.

Totals in this table excludes supervised workers.

PERCENTAGE OF TOTAL WORKFORCE BY EMPLOYEE CATEGORY AND AGE GROUP

	FY15				FY16				FY18			
	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%
Senior executive	0.0%	0.8%	0.2%	1.0%	0.0%	0.5%	0.2%	0.7%	0.0%	0.5%	0.3%	0.8%
Senior management	0.0%	2.3%	0.7%	3.0%	0.0%	1.5%	1.2%	2.7%	0.0%	1.5%	1.1%	2.6%
Middle Management	0.0%	7.8%	1.2%	9.1%	0.1%	7.0%	1.7%	8.8%	0.0%	8.1%	2.3%	10.4%
Manager	0.2%	5.7%	0.7%	6.6%	0.2%	6.3%	1.1%	7.5%	0.3%	4.6%	0.9%	5.7%
Professional / technical	6.5%	34.4%	7.1%	48.0%	0.3%	2.0%	0.6%	2.9%	10.5%	39.7%	7.9%	58.1%
Supervisor / team leader	0.4%	2.2%	0.7%	3.3%	9.8%	38.4%	7.4%	55.6%	0.3%	1.5%	0.3%	2.1%
Customer service	2.9%	9.5%	4.4%	16.8%	2.3%	6.3%	3.7%	12.4%	2.3%	6.0%	3.5%	11.8%
Administration / support	2.5%	7.6%	2.0%	12.1%	2.0%	5.7%	1.6%	9.3%	1.5%	5.3%	1.5%	8.2%
TOTAL	12.6%	70.4%	17.0%	100%	14.7%	67.7%	17.6%	100.0%	14.8%	67.1%	18.1%	100.0%

Totals in this table excludes supervised workers.



COMPOSITION OF GOVERNANCE BODIES BY GENDER AND AGE GROUP

	FY16						FY17						FY18							
	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%	0	0%
30-50	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Over 50	6	75%	2	25%	8	100%	6	67%	3	33%	9	100%	7	70%	3	30%	10	100%		
TOTAL	6	75%	2	25%	8	100%	6	67%	3	33%	9	100%	7	70%	3	30%	10	100%		

Figures represent CEO and Transurban Board.

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

		FY16						FY17						FY18					
		Male		Female		Total		Male		Female		Total		Male		Female		Total	
		No.	%	No.	No.	%	No.	No.	%										
VIC	Under 30	25	2.4%	27	2.6%	52	5.0%	23	1.8%	23	1.8%	46	3.7%	17	1.2%	34	2.4%	51	3.6%
	30-50	81	7.7%	53	5.0%	134	12.8%	65	5.2%	47	3.8%	112	9.0%	65	4.6%	52	3.7%	117	8.3%
	Over 50	10	1.0%	5	0.5%	15	1.4%	6	0.5%	12	1.0%	18	1.4%	6	0.4%	9	0.6%	15	1.1%
	TOTAL	116	11.0%	85	8.1%	201	19.1%	94	7.5%	82	6.6%	176	14.1%	88	6.3%	95	6.8%	183	13.0%
NSW	Under 30	3	0.3%	14	1.3%	17	1.6%	4	0.3%	7	0.6%	11	0.9%	4	0.3%	6	0.4%	10	0.7%
	30-50	43	4.1%	20	1.9%	63	6.0%	17	1.4%	18	1.4%	35	2.8%	27	1.9%	16	1.1%	43	3.1%
	Over 50	5	0.5%	1	0.1%	6	0.6%	5	0.4%	2	0.2%	7	0.6%	2	0.1%	2	0.1%	4	0.3%
	TOTAL	51	4.9%	35	3.3%	86	8.2%	26	2.1%	27	2.2%	53	4.2%	33	2.3%	24	1.7%	57	4.1%
QLD	Under 30	5	0.5%	9	0.9%	14	1.3%	4	0.3%	11	0.9%	15	1.2%	5	0.4%	8	0.6%	13	0.9%
	30-50	23	2.2%	23	2.2%	46	4.4%	25	2.0%	15	1.2%	40	3.2%	26	1.8%	21	1.5%	47	3.3%
	Over 50	4	0.4%	4	0.4%	8	0.8%	4	0.3%	4	0.3%	8	0.6%	7	0.5%	4	0.3%	11	0.8%
	TOTAL	32	3.0%	36	3.4%	68	6.5%	33	2.6%	30	2.4%	63	5.0%	38	2.7%	33	2.3%	71	5.0%
USA	Under 30	5	0.5%	6	0.6%	11	1.0%	5	0.4%	2	0.2%	7	0.6%	8	0.6%	8	0.6%	16	1.1%
	30-50	15	1.4%	8	0.8%	23	2.2%	15	1.2%	8	0.6%	23	1.8%	19	1.4%	13	0.9%	32	2.3%
	Over 50	1	0.1%	1	0.1%	2	0.2%	6	0.5%	0	0.0%	6	0.5%	4	0.3%	5	0.4%	9	0.6%
	TOTAL	21	2.0%	15	1.4%	36	3.4%	26	2.1%	10	0.8%	36	2.9%	31	2.2%	26	1.8%	57	4.1%
GRAND TOTAL		220	21.0%	171	16.3%	391	37.2%	179	14.3%	149	11.9%	328	26.3%	190	13.5%	178	12.7%	368	26.2%



New Transurban employees only including casuals, permanent, fixed term. Excludes any individual/independent/MSA contractors. Number of males, females per age group is a percentage of the Average Employee Headcount during the corresponding period.

	FY16	FY17	FY18
Average Employee Headcount	1,050	1,248	1,407

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

		FY16						FY17						FY18					
		Male		Female		Total		Male		Female		Total		Male		Female		Total	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
VIC	Under 30	2	0.2%	3	0.3%	5	0.5%	2	0%	9	1%	11	1%	5	0%	5	0%	10	1%
	30-50	26	2.7%	13	1.3%	39	4.0%	28	2%	18	2%	46	4%	27	2%	34	3%	61	5%
	Over 50	3	0.3%	5	0.5%	8	0.8%	6	1%	3	0%	9	1%	11	1%	3	0%	14	1%
	TOTAL	31	3.2%	21	2.2%	52	5.4%	36	3%	30	3%	66	6%	43	3%	42	3%	85	7%
NSW	Under 30	0	0.0%	3	0.3%	3	0.3%	1	0%	6	1%	7	1%	2	0%	5	0%	7	1%
	30-50	20	2.1%	10	1.0%	30	3.1%	23	2%	9	1%	32	3%	7	1%	17	1%	24	2%
	Over 50	2	0.2%	1	0.1%	3	0.3%	4	0%	5	0%	9	1%	3	0%	3	0%	6	0%
	TOTAL	22	2.3%	14	1.4%	36	3.7%	28	2%	20	2%	48	4%	12	1%	25	2%	37	3%
QLD	Under 30	1	0.1%	3	0.3%	4	0.4%	0	0%	1	0%	1	0%	2	0%	1	0%	3	0%
	30-50	13	1.3%	12	1.2%	25	2.6%	8	1%	7	1%	15	1%	15	1%	19	1%	34	3%
	Over 50	2	0.2%	6	0.6%	8	0.8%	0	0%	4	0%	4	0%	4	0%	1	0%	5	0%
	TOTAL	16	1.6%	21	2.2%	37	3.8%	8	1%	12	1%	20	2%	21	2%	21	2%	42	3%
USA	Under 30	0	0.0%	3	0.3%	3	0.3%	2	0%	1	0%	3	0%	2	0%	3	0%	5	0%
	30-50	7	0.7%	4	0.4%	11	1.1%	6	1%	3	0%	9	1%	6	0%	5	0%	11	1%
	Over 50	1	0.1%	0	0.0%	1	0.1%	1	0%	1	0%	2	0%	3	0%	0	0%	3	0%
	TOTAL	8	0.8%	7	0.7%	15	1.5%	9	1%	5	0%	14	1%	11	1%	8	1%	19	1%
GRAND TOTAL		77	7.9%	63	6.5%	140	14.4%	81	7%	67	6%	148	12.7%	87	7%	96	7%	183	14.1%

Involuntary and Voluntary turnover included for permanent employees only, percentage based on the Average Permanent Employee Headcount.

	FY16	FY17	FY18
Average Permanent Employee Headcount	970	1,162	1,294



RETURN TO WORK AND RETENTION RATES AFTER PARENTAL LEAVE BY GENDER

	FY16		FY17		FY18	
	Male	Female	Male	Female	Male	Female
Number of employees entitled to parental leave	405	378	528	469	615	503
Number of employees that took parental leave	25	29	28	28	34	29
Number of employees who returned to work after parental leave	25	20	27	28	34	23
Number of employees who returned to work after parental leave and were still employed 12 months after their return to work	27	14	4	2	27	23
Return to work rate	100%	83%	96%	100%	100%	79%
Retention rate	84%	78%	16%	10%	100%	82%

AVERAGE HOURS OF TRAINING BY EMPLOYEE CATEGORY AND GENDER

	FY16			FY17			FY18		
	Male	Female	Average	Male	Female	Average	Male	Female	Average
CEO	41	0	41	25	0	25	26	0	26
Senior executive	47	41	44	23	32	27	28	25	26
Senior management	27	37	34	25	23	24	24	20	22
Middle management	29	32	31	21	25	22	15	16	15
Manager	34	36	35	25	26	25	15	18	16
Professional / technical	33	26	30	35	27	30	8	10	9
Supervisor / team leader	19	14	16	12	16	13	28	40	34
Customer service	16	19	16	20	16	16	10	11	11
Administration / support	17	18	17	16	13	13	8	11	11

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

HUMAN RIGHTS TRAINING

	FY16	FY17	FY18
Hours of training	5,035	3,018	3,362
Percentage of employees	108%	92%	105%
Number of employees completing	1,111	1,120	1,438
Average Headcount	1,029.5	1,221.5	1,373

Training is provided every 18 months hence the cyclical numbers. All training hours and completion rates exclude any independent/individual/MSA contractors. Company induction for new employees is mandatory and is included in the data. The percentage of employees is calculated based on an average headcount rather than the headcount over the reporting period (and so may be calculated as greater than 100% in some years).



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

BASIC SALARY	FY16				FY17				FY18			
	VIC	NSW	QLD	USA	VIC	NSW	QLD	USA	VIC	NSW	QLD	USA
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
Senior executive	46:54	45:55	0:100	100:0	46:54	46:54	0:100	100:0	45:55	44:56	100:0	100:0
Senior management	49:51	51:49	48:52	52:48	47:53	41:59	48:52	45:55	48:52	52:48	0:100	44:56
Middle management	49:51	47:53	46:54	47:53	50:50	38:62	46:54	50:50	50:50	44:56	48:52	51:49
Manager	49:51	51:49	46:54	49:51	49:51	45:55	43:57	41:59	50:50	47:53	49:51	48:52
Professional / technical	50:50	47:53	51:49	100:0	48:52	47:53	50:50	34:66	49:51	52:48	56:49	44:56
Supervisor / team leader	48:52	48:52	50:50	37:63	50:50	51:49	50:50	40:60	45:55	46:54	49:51	0:0
Customer service	49:51	50:50	49:51	100:0	49:51	49:51	49:51	0:0	50:50	49:51	49:51	100:0
Administration / support	52:48	100:0	51:49	46:54	52:48	48:52	52:48	45:55	52:48	52:48	52:48	46:54

REMUNERATION	FY16				FY17				FY18			
	VIC	NSW	QLD	USA	VIC	NSW	QLD	USA	VIC	NSW	QLD	USA
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
Senior executive	46:54	45:55	0:100	100:0	46:54	46:54	0:100	100:0	42:58	45:55	100:0	100:0
Senior management	49:51	51:49	42:58	57:43	47:53	38:62	42:58	49:51	47:53	55:45	0:100	46:54
Middle management	49:51	46:54	46:54	47:53	50:50	38:62	47:53	51:49	50:50	43:57	48:52	51:49
Manager	48:52	51:49	46:54	49:51	48:52	45:55	42:58	41:59	50:50	47:53	48:52	48:52
Professional / technical	50:50	47:53	50:50	100:0	48:52	46:54	50:50	32:68	48:52	52:48	48:52	44:56
Supervisor / team leader	48:52	48:52	50:50	36:64	50:50	51:49	49:51	39:61	45:55	45:55	50:50	0:0
Customer service	48:52	50:50	50:50	100:0	49:51	49:51	49:51	0:0	50:50	50:50	51:49	100:0
Administration / support	52:48	100:0	51:49	47:53	52:48	49:51	53:47	45:55	52:48	54:46	52:48	47:53

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

- 30-Jun-16 Where dollar figures are supplied, USD has been converted to AUD using the exchange rate at 30 June 2016 (1 USD: 1.347 AUD)
- 30-Jun-17 Where dollar figures are supplied, USD has been converted to AUD using the exchange rate at 30 June 2017 (1 USD: 1.300 AUD)
- 30-Jun-18 Where dollar figures are supplied, USD has been converted to AUD using the exchange rate at 30 June 2017 (1 USD: 1.352 AUD)



OCCUPATIONAL HEALTH AND SAFETY

UNPLANNED ABSENTEEISM	FY16		FY17		FY18	
	Male	Female	Male	Female	Male	Female
VIC	1.8%	2.1%	1.8%	2.1%	1.4%	2.2%
NSW	1.6%	2.4%	1.7%	2.7%	1.5%	2.8%
QLD	2.7%	3.0%	3.2%	3.2%	2.4%	2.9%
USA	1.3%	2.0%	1.3%	2.2%	1.5%	1.8%

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.

PERCENTAGE OF EMPLOYEES COVERED BY COLLECTIVE BARGAINING AGREEMENTS

	FY16	FY17	FY18
Percentage of employees covered by collective bargaining agreements	21.78%	17.90%	14.20%

COVERAGE OF TRANSURBAN'S DEFINED BENEFIT PLAN OBLIGATIONS

FY18: Superannuation liabilities are met by the Group's general resources. The total payment for Australian employees was approximately AUD\$14.5 M and payment to USA employees participating was AUD\$8.2 M for FY18.

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 82% of the USA employees participate in the voluntary 401(k) retirement and profit sharing plan. The employer provided profit sharing contribution is discretionary and has historically paid 4% of its employee's eligible base earnings on an annual basis.



BENEFITS PROVIDED TO FULL-TIME EMPLOYEES AND NOT TEMPORARY OR PART-TIME EMPLOYEES

Performance Incentive – permanent full time and part time employees (with at least six months service), fixed term employees only as specified in contract or tenure of 24 months and greater.

Public transport offer – permanent full time and part time employees only who have completed their probation period. This was only for Victoria in FY18.

Group Life Insurance – 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.

Group Salary Continuance – Cover is compulsory upon employment with Transurban and available only while employed by the Transurban on a permanent basis for at least 15 hours per week. Employees must be in Active employment on the commencement date to be entitled to cover up to the Automatic Acceptance Level (AAL). If employees are not in active employment, then limited cover applies.

ShareLink Tax Exempt Offer – Australian Permanent full time or part time employees who have completed probation by the end of offer period. Employees on maternity leave or salary continuance less than 12 months are eligible.

SENIORITY LEVEL DEFINITIONS

CEO: Chief Executive Officer

Senior Executive: Direct reports to the CEO. These employees are referred to as the key management personnel in the Group's Annual Report.

Senior Management: General Manager or equivalent. Typically manage a business unit or major project. In conjunction with Senior Executives, they either set or heavily contribute to the strategic directions/goals of the Group.

Middle Manager: Typically report to a Senior Executive or a Senior Manager with employees reporting into them. Typically manage a business unit and are responsible for setting policies and procedures for their area.

Manager: Typically report to a Middle Manager and manage a functional area within a business unit, with employees reporting into them.

Professional/Technical: Employees apply technical and/or professional knowledge to their role and may have specialty degree/training. They may or may not have staff reporting to them e.g. Engineer.

Supervisor/Team Leader: Employees typically report to a 'Manager' and typically manage a functional team e.g. Customer Service Team Leader.

Customer Service: Employees are typically operationally based e.g. Customer Service Officer.

Administration/Support: Employees are typically in administration, coordination and business support roles.



REPORTING SCOPE

Transurban includes information in its Sustainability Report about all assets and projects in which it holds an interest (Table 1).

For the purpose of some environmental metrics and targets, we limit the scope of reporting to operational assets under Transurban financial control (Table 2). This excludes construction projects, and assets in which Transurban has an equity interest but not direct management control (M5 and M7).

Separate to the Sustainability Report but shown for transparency, Transurban reports under the Australian National Greenhouse and Energy Reporting (NGER) Act which sets obligations limited to Australian assets over which Transurban has day-to-day 'operational control' (Table 3). This excludes our USA assets and some Australian assets over which contractors have day-to-day asset management control.

The tables below show an outline of different ownership, operational and reporting considerations for different assets.

Table 1. Transurban has interests in 16 toll roads and a number of development projects. Roads and construction projects active during FY18 are shown below by location.

Asset (region)	Roads in FY18														Construction projects*							
	CL VIC	M2 NSW	LCT NSW	ED NSW	CCT NSW	M5 NSW	M7 NSW	GM QLD	LM QLD	GBB QLD	LW QLD	APL QLD	C7 QLD	495 USA	95 USA	CTW VIC	WGT VIC	NCX NSW	GUN QLD	LEP QLD	ICB QLD	395 USA

Table 2. In the Sustainability Report, many key environmental metrics and targets are focused on assets over which Transurban has financial control (>50% ownership) and the greatest ability to drive improvement.

Asset (%)	Transurban financial control >50% ownership in FY18												Investment		Construction projects*								
	CL	M2	LCT	ED	CCT	GM	LM	GBB	LW	APL	C7	495	95	M5	M7	CTW	WGT	NCX	GUN	LEP	ICB	395	95S
	100	100	100	75.1	100	62.5	62.5	62.5	62.5	62.5	62.5	100	100	50	50								

Table 3. Separate to the Sustainability Report, Transurban reports energy and greenhouse gas emissions data under the Australian National Greenhouse and Energy Reporting (NGER) Act at the end of October each year.

Asset (region)	Reported under NGER regulations for FY18											Not reported under NGER regulations for FY18										
	CL VIC	M2 NSW	LCT NSW	ED NSW	CCT NSW	GM QLD	LM QLD	GBB QLD	LW QLD	APL QLD	C7 QLD	495 USA	95 USA	M5 NSW	M7 NSW	CTW VIC	WGT VIC	NCX NSW	GUN QLD	LEP QLD	ICB QLD	395 USA

Abbreviations CL: CityLink, M2: Hills M2, LCT: Lane Cove Tunnel, ED: Eastern Distributor, CCT: Cross City Tunnel, M5: M5 Southwest, 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, CTW: CityLink Tulla Widening, NCX: NorthConnex, GUN: Gateway Upgrade North, LEP: Logan Enhancement Project, ICB: Inner City Bypass, 395: 395 Express Lanes, 95S: 95 Express Lanes Southern Extension.

The A25 in Montreal was acquired by Transurban in late FY18 and will be included in sustainability reporting from FY19 onwards.

* The Monash Freeway Upgrade (MFU) project was managed by Transurban during FY18 on behalf of the Victorian government. Transurban has no ownership or direct interest in the road following the upgrade.



GHG EMISSIONS

		FY16*	FY17*	FY18	FY18*
Total Scope 1 & 2 & 3	tonnes CO₂-e	113,264	151,260	153,732	146,819
Total Scope 1 & 2	tonnes CO₂-e	95,348	123,274	129,169	123,545
Scope 1	tonnes CO ₂ -e	2,020	2,746	4,189	3,697
Scope 2	tonnes CO ₂ -e	93,328	120,528	124,980	119,848
Scope 3 [#]	tonnes CO ₂ -e	17,916	27,986	24,563	23,274
Customer travel emissions	tonnes CO₂-e	1,231,750	1,372,482	1,412,368	993,268

* Total excluding 50%-owned assets M5 and M7

Scope 3 emissions include upstream impacts of fuel and electricity supply, fugitive emissions from landfill waste, and Transurban corporate air travel. Due to large variations each year in waste quantities depending on major works, Scope 3 emissions may fluctuate significantly year-on-year. Scope 1 and 2 emissions are considered a better representation of Transurban's corporate emissions profile.

Customer travel emissions are calculated by Transurban based on traffic data and vehicle emissions research detailed in the "Data Methodology" section. In FY18 Transurban updated the method used for vehicle emissions to a more recent and accurate source. This led to a significant reduction in calculated customer travel emissions compared to previous years since the new method reflects more recent vehicle fuel efficiency. The decrease from FY17 to FY18 is an improvement in calculation method and does not reflect any significant real-world changes.

FY18 GHG EMISSIONS		CL	M2	LCT	ED	CCT	M5*	M7*	GM	LM	GBB	C7	LW	APL	495	95	Off.	Total	Total*
Total Scope 1 & 2 & 3	tonnes CO₂-e	28,513	4,184	20,824	6,847	11,712	1,691	5,223	3,483	2,789	104	12,121	12,394	34,107	2,107	1,393	6,241	153,732	146,819
Total Scope 1 & 2	tonnes CO₂-e	25,791	3,565	18,170	5,912	10,164	1,271	4,353	2,886	2,301	89	10,247	10,466	28,991	1,775	1,092	2,096	129,169	123,545
Scope 1	tonnes CO ₂ -e	503	348	177	95	59	130	362	382	301	5	178	147	179	626	631	66	4,189	3,697
Scope 2	tonnes CO ₂ -e	25,288	3,217	17,993	5,817	10,106	1,141	3,991	2,504	2,001	84	10,069	10,318	28,812	1,149	461	2,030	124,980	119,848
Scope 3	tonnes CO ₂ -e	2,722	619	2,654	935	1,547	420	870	597	488	15	1,874	1,928	5,116	332	301	4,145	24,563	23,274
Customer travel emissions	tonnes CO₂-e	199,908	162,280	18,145	34,947	6,321	163,208	255,892	223,256	224,017	486	11,327	6,570	20,388	25,892	59,731	NA	1,412,368	993,268

* Total excluding 50%-owned assets M5 and M7

Scope 1 (Fuel usage) 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 collection is impractical.

Additional contractor data may become available after publication of the Sustainability Report each year. Transurban revises its data internally to replace past estimates with this additional data where possible for long term monitoring. For public consistency, data from previous years is shown as the originally published figures and not updated unless this materially changes.

Scope 2 data is primarily from electricity invoices paid by Transurban and validated by an external electricity procurement contractor. Contractors working on Transurban assets are using Transurban meters and are captured within this data. Additional data for 50%-owned assets M5 and M7 is provided by those assets' respective owners Interlink and NorthWestern Roads.



ENERGY CONSUMPTION

		FY16*	FY17*	FY18	FY18*
Total energy consumption	GJ	415,829	556,568	597,877	568,370
Direct- Fuel	GJ	29,251	39,483	60,446	53,412
Natural gas	GJ	558	780	871	871
Petrol	GJ	4,375	7,957	18,911	17,406
Diesel	GJ	22,271	30,742	40,501	34,972
LPG	GJ	2,047	4	163	163
Indirect- Electricity	GJ	386,577	517,085	537,431	514,958
Grid electricity	GJ	374,313	504,850	525,028	502,766
Solar and GreenPower	GJ	12,264	12,235	12,404	12,192

* Total excluding 50%-owned assets M5 and M7

FY18 ENERGY		CL	M2	LCT	ED	CCT	M5*	M7*	GM	LM	GBB	C7	LW	APL	495	95	Off.	Total	Total*
Total energy consumption	GJ	91,631	18,897	80,552	26,758	44,930	7,056	22,451	16,846	13,399	451	48,417	49,112	133,870	20,406	13,845	9,256	597,877	568,370
Direct- Fuel	GJ	7,336	4,945	2,511	1,348	835	1,894	5,140	5,435	4,283	68	2,533	2,091	2,575	9,146	9,332	973	60,446	53,412
Natural gas	GJ	736	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	871	871
Petrol	GJ	149	188	102	33	3	1,353	152	316	249	0	116	15	786	6,096	9,332	21	18,911	17,406
Diesel	GJ	6,451	4,756	2,409	1,316	832	541	4,988	5,119	4,034	68	2,417	2,076	1,789	2,887	0	818	40,501	34,972
LPG	GJ	1	0	0	0	0	0	0	0	0	0	0	0	0	163	0	0	163	163
Indirect- Electricity	GJ	84,295	13,952	78,041	25,410	44,095	5,162	17,311	11,411	9,116	383	45,883	47,021	131,295	11,261	4,513	8,283	537,431	514,958
Grid	GJ	84,295	13,952	68,676	25,229	41,449	4,950	17,311	11,411	9,116	383	45,883	47,021	131,295	11,261	4,513	8,283	525,028	502,766
Solar and GreenPower	GJ	0	0	9,365	181	2,646	212	0	0	0	0	0	0	0	0	0	0	12,404	12,192

* Total excluding 50%-owned assets M5 and M7

Fuel usage is primarily by operations and maintenance contractors on each asset. Transurban collects fuel data from its largest contractors and extrapolates this data to account for any smaller or short term contractors where fuel data collection is impractical.



SIGNIFICANT AIR EMISSIONS

Air quality reflects customer vehicle emissions extracted by tunnel ventilation systems.

CityLink	UNIT	FY16	FY17	FY18	Annual regulatory limit
NOx (oxides of nitrogen)	tonnes	111	110	106	1,416
CO (carbon monoxide)	tonnes	224	136	136	5,274
PM10 (fine particles ≤10 microns)	tonnes	6	6	6	61
PM2.5 (fine particles ≤2.5 microns)	tonnes	4	4	4	51

Lane Cove Tunnel	UNIT	FY16	FY17	FY18	Annual regulatory limit
NOx (oxides of nitrogen)	tonnes	54	43	50	229
CO (carbon monoxide)	tonnes	96	71	79	1,530
PM10 (fine particles ≤10 microns)	tonnes	2	2	2	14
VOC (volatile organic compounds)	tonnes	49	42	43	153

Cross City Tunnel	UNIT	FY16	FY17	FY18	Annual regulatory limit
NOx (oxides of nitrogen)	tonnes	3	9	11	123
CO (carbon monoxide)	tonnes	10	25	28	781
PM10 (fine particles ≤10 microns)	tonnes	0.3	0.4	0.4	7
VOC (volatile organic compounds)	tonnes	2	2	3	78

Transurban's tunnel assets are monitored for air pollutant concentration within tunnels and at external points to ensure that air quality is maintained within safe conditions defined by our operating licences.

Transurban's Victorian and New South Wales tunnels also have monitored limits on the total air pollutant load (in tonnes) emitted from tunnel ventilation each year. Total annual loads are reported above.

Transurban's Queensland tunnels (Clem7, Legacy Way, AirportLink) monitor in-tunnel and ambient air concentration throughout the year and [publish this data throughout the year](#), but do not have annual load monitoring that can be reported alongside figures above.

In New South Wales, Hills M2 and Eastern Distributor assets also 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 publicly reported.



WATER USAGE

Potable water use	UNIT	FY16*	FY17*	FY18	FY18*
Potable water	m ³	36,223	72,053	101,413	97,409
Recycled	m ³	175,320	172,705	162,587	162,542
Total water usage	m³	211,543	244,758	264,000	259,951

* Total excluding 50%-owned assets M5 and M7 to be consistent with other environmental data

FY18 WATER	UNIT	CL	M2	LCT	ED	CCT	M5*	M7*	GM	LM	GBB	C7	LW	APL	495	95	Off.	Total	Total*
Potable water	m ³	61,112	338	541	1,295	1,356	2,379	1,625	426	320	0	15,016	8,165	5,915	458	432	2,036	101,413	97,409
Recycled	m ³	162,532	0	0	0	0	45	0	0	0	0	0	10	0	0	0	0	162,587	162,542
Total water usage	m³	223,644	338	541	1,295	1,356	2,424	1,625	426	320	0	15,016	8,175	5,915	458	432	2,036	264,000	259,951

Some partial estimates are used for water usage on some assets based on historical figures.

CityLink recycled water includes groundwater that drains into the tunnel, is treated and reinjected into the aquifer to maintain appropriate conditions. Potable water was previously required for this re-injection before Transurban developed groundwater treatment and recycling systems, saving significant quantities of potable water.



GROUNDWATER

Groundwater totals are natural drainage into road tunnels. Most of this water is treated and either re-injected to aquifers or discharged to waterways.

CityLink	UNIT	FY16	FY17	FY18
Total water withdrawal, of which	m³	190,324	254,623	237,851
Groundwater from tunnels	m ³	175,320	199,462	176,907
Total potable water use, of which	m³	15,004	55,161	60,944
Deluge testing in tunnels	m ³	1,144	554	300
Groundwater recharge*	m ³	6,606	5,028	4,671
Shallow recharge	m ³	n/a	42,260	49,658
Irrigation	m ³	7,254	7,319	6,315
Volume of water recycled/reused	m³	175,320	172,585	162,532
Percentage of water recycled/reused	m³	92%	87%	68%
Water discharge by destination	UNIT	FY16	FY17	FY18
Total water discharge	m³	181,926	205,614	196,813
Groundwater recharge	m ³	178,735	174,935	179,423
Groundwater discharge to Yarra River	m ³	0	26,877	14,375
Discharge to sewer	m ³	3,191	3,802	3,016

* This figure comprises potable water used to clean the filters at the water treatment plant and additional recharge to the aquifers as required.

Lane Cove Tunnel	UNIT	FY16	FY17	FY18
Total water withdrawal, of which	m³	51,210	55,742	42,341
Groundwater from tunnels	m ³	50,618	55,150	41,800
Total potable water use	m ³	592	592	541
Water discharge by destination	UNIT	FY16	FY17	FY18
Total water discharge	m³	50,618	55,150	41,800
Groundwater discharge	m ³	50,618	55,150	41,800



Environmental Data

Cross City Tunnel	UNIT	FY16	FY17	FY18
Total water withdrawal, of which	m³	115,498	135,013	130,558
Groundwater from tunnels	m ³	112,792	132,307	129,202
Total potable water use	m ³	2,706	2,706	1,356
Water discharge by destination	UNIT	FY16	FY17	FY18
Total water discharge	m³	112,792	132,307	129,202
Groundwater discharge to rivers/waterways	m ³	111,150	131,285	127,801
Discharge to sewer	m ³	1,642	1,022	1,401

CLEM7	UNIT	FY16	FY17	FY18
Total water withdrawal, of which	m³	47,081	42,181	62,635
Groundwater from tunnels	m ³	46,011	41,111	47,619
Total potable water use	m ³	1,070	1,070	15,016
Water discharge by destination	UNIT	FY16	FY17	FY18
Total water discharge	m³	46,011	41,111	47,619
Groundwater discharge	m ³	46,011	41,111	47,619

Legacy Way	UNIT	FY16	FY17	FY18
Total water withdrawal, of which	m³	109,080	86,593	94,638
Groundwater from tunnels	m ³	100,915	84,556	86,473
Total potable water use	m ³	8,165	2,037	8,165
Water discharge by destination	UNIT	FY16	FY17	FY18
Total water discharge	m³	100,915	84,556	86,473
Groundwater discharge	m ³	100,915	84,556	86,473

AirportLink	UNIT	FY18
Total water withdrawal, of which	m³	240,888
Groundwater from tunnels	m ³	234,973
Total potable water use	m ³	5,915
Water discharge by destination	UNIT	FY18
Total water discharge	m³	234,973
Groundwater discharge	m ³	234,973



WASTE AND RECYCLING

	UNIT	FY16	FY17*	FY18	FY18*
Total waste by disposal method:	tonnes	2,326	4,715	4,120	1,649
Landfill	tonnes	2,167	2,222	1,825	1,390
Recycled	tonnes	160	2,493	2,295	260

FY18 WASTE	UNIT	CL	M2	LCT	ED	CCT	M5*	M7*	GM	LM	GBB	C7	LW	APL	495	95	Off. ^	Total	Total*
Total waste by disposal method:	tonnes	297	141	43	99	104	2,238	232	197	98	0	67	77	5	219	219	84	4,120	1,649
Landfill	tonnes	295	114	36	74	69	207	228	111	98	0	67	77	0.3	206	206	36	1,825	1,390
Recycled	tonnes	2	28	7	24	35	2,031	4	86	0	0	0	0	5	13	13	49	2,295	260

* Total excluding 50%-owned assets M5 and M7 to be consistent with other environmental data

^ Office waste totals include some actual data and some estimation based on waste audits. Recycled waste for corporate offices include recycled paper, organic waste and co-mingled recyclables.

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.

E-TAG DISPOSAL MANAGEMENT	FY16	FY17	FY18
e-TAGs issued - CityLink, Roam and Roam Express	752,719	837,281	813,291
e-TAGs recycled - CityLink, Roam and Roam Express	190,574	215,174	201,128

e-TAGs that are returned by customers and found to not be working are returned to our supplier for proper disposal. The tags are dismantled into their separate components and are recycled or disposed of as appropriate.



DATA METHODOLOGY

Currency and conversion

All amounts are reported in Australian dollars unless otherwise stated. Figures in USD may have been converted to AUD using the exchange rate at the time of the transaction.

Transurban GHG emissions

Transurban uses 'The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)' to draw boundaries around emission sources when quantifying our Scope 1, Scope 2 and Scope 3 GHG emissions.

Scope 1 and 2 emission factors and methodologies are based on the Australian Department of Environment and Energy's National Greenhouse Accounts (NGA) Factors (published July 2017).

Scope 2 and 3 emissions from electricity in the USA are calculated using factors from the Environmental Protection Agency's eGRID2016 (published February 2018).

Scope 3 emissions from waste, fuel and electricity supply networks are calculated using the Australian Government NGA Factors (published July 2017). Scope 3 emissions associated with business travel are calculated by our travel management provider.

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 for the year. Vehicle type is 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 vehicles travelling on Transurban roads. Conservative emissions estimates are made by using fuel efficiency data for minimum 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 2018.

Community investment

Community investment figures include cash sponsorships, grants, donations, student scholarships and work programs. The figure of \$1.3M for FY18 is considered a conservative total. Figures do not include spending on community-related conferences, memberships and other associations that overlap with other ordinary business activities. Figures do not include community facilities or outcomes provided as part of road construction projects. Figures represents cash investment only and do not include additional in-kind value provided by Transurban through volunteering time, asset utilisation for community events, community program overheads. Inclusion in the FY18 figure is based on the FY18 accounting year that the transaction is assigned and may include figures committed or accrued within FY18 but paid outside FY18.

Recordable Injury Frequency Rate (RIFR) definition

"Recordable injuries" include Lost Time Injury (work-related injury or illness resulting in a person losing one or more full shifts from work after the date of injury) as well as Medical Treatment Injury (work-related incident requiring medical treatment other than first aid). The Recordable Injury Frequency Rate (RIFR) is the number of recordable injuries per million hours worked. These are monitored separately for employees and contractors. For contractors, RIFR includes the total number of hours worked by Transurban contractors and sub-contractors on our operational and project sites. Injuries and hours are counted when a contractor meets the following definitions: An individual, company or other legal entity that carries out work or performs a service subject to a contract for service. Includes subcontractors (a consultant is considered a contractor for HSE purposes).

Road Injury Crash Index (RICI) definition

A serious road injury crash is where any number of persons need treatment for a serious injury following a crash on our roads. This entails any person taken to hospital in an ambulance following a crash. Incidents where individuals are assessed and released from medical care at the crash scene are not classified as serious injury crashes. The Road Injury Crash Index (RICI) measures how many serious road injury crashes occur per 100 million vehicle kilometres travelled.

General

Discrepancies in totals may be due to rounding.





Independent Limited Assurance Report to the Directors of Transurban Limited

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 Limited in accordance with Management Criteria for the year ended 30 June 2018.

Information Subject to Assurance

The Information Subject to Assurance as presented in the Transurban FY18 Sustainability Report and in the FY18 Sustainability Data Report is identified below:

Information Subject to Assurance	Reported value
Scope 1 greenhouse gas emissions (tCO2e)	4,189 tCO2e across all assets 3,697 tCO2e excluding M5 and M7
Scope 2 greenhouse gas emissions (tCO2e)	124,980 tCO2e across all assets 119,848 tCO2e excluding M5 and M7
Customer travel emissions (tCO2e)	1,412,368 tCO2e across all assets 993,268 tCO2e excluding M5 and M7
NOx emissions (tonnes)	106t for CityLink 50t for Lane Cove Tunnel 11t for Cross City Tunnel
Road injury crash index (RICI)	4.82 injury crashes per 100 million km travelled
Recordable injury frequency rate (RIFR)	0.00 employee injuries per million hours 5.03 contractor injuries per million hours
Community investment (\$)	\$1.3mil

Criteria Used as the Basis of Reporting

The methodologies used by Transurban Limited management to measure the Information Subject to Assurance ("the Criteria") are described in the FY18 Sustainability Report and in the FY18 Sustainability Data Report.



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 Limited personnel to understand the internal controls, governance structure and reporting process of the Information Subject to Assurance;
- reviews of relevant documentation and reporting frameworks;
- analytical procedures over the Information Subject to Assurance;
- walkthroughs of the Information Subject to Assurance to source documentation;
- evaluating the appropriateness of the criteria with respect to the Information Subject to Assurance; and
- reviewed the Transurban FY13 Sustainability Report and FY18 Sustainability Data Report in its entirety to ensure it is consistent with our overall knowledge of assurance engagement.

How the Standard Defines Limited Assurance and Material Misstatement

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

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

Use of this Assurance Report

This report has been prepared for the Directors of Transurban Limited 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 Limited, 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 year ended 30 June 2018, and to issue an assurance report that includes our conclusion.

Our Independence and Quality Control

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

9th October 2018
Sydney