

Global Reporting Initiatives - July 2016 to June 2017

Transdev Sydney has committed to report against the following economic, environmental and social sustainable Global Reporting Initiatives (GRI) Indicators. The table below lists the indicator and Transdev Sydney performance against each category.

In accordance with the AA1000 stakeholder engagement standards, Transdev Sydney will use these indicators to provide assurance to key stakeholders on economic, environmental and social sustainability performance of the business. GRI content from this report will be made available on the Transdev Sydney website and will be used to inform annual corporate reports to cover topics that reflect economic, environmental and social impacts.

Reporting Metric	Light Rail Operational Performance
Direct energy consumption by primary energy source	Primary Energy Source (Electricity Consumption from the Grid) 5,283,147 kwh
Total water withdrawal by source	Potable Water: 949kL Non-Potable Water: 33.28kL
Description of significant impacts of activities, products, and services on biodiversity in protected areas and areas of high biodiversity value outside protected areas.	Various works have been conducted in conjunction with TfNSW and Inner West Council to ensure that weedy vegetation from the rail corridor does not impact on protected Bushcare sites. The following Bushcare sites had weed removal performed on the boundaries to protect native vegetation regeneration. 1. Terry Road, Waratah Mills 2. Fred Street, Lewisham West 3. Wentworth Park sites adjacent to the station 4. Waratah Mills sites adjacent to the station
Total direct and indirect greenhouse gas emissions by weight.	Direct Greenhouse Gas emissions (Fuel Usage) 0.84 Carbon Tonnes Indirect Greenhouse gas emissions (Electricity Consumption from the Grid) 4,438 Carbon Tonnes
Total weight of waste by type and disposal method.	General Waste 42.43 Tonnes Paper and Cardboard Waste 4.12 Tonnes Hazardous Waste 52.55 Tonnes

Document Owner	Document Number	Version	Date of Issue	16/08/2017
			Last Review Date	N/A
Health, Safety, Environment and Quality Manager	SLR-TDS-MD0-000-REP-000123	1	Review Period	Two Years
			Next Review Date	16/08/2019

	<p>Commingled Waste 0.09 Tonnes</p>
Total number and volume of significant spills.	No significant spills have occurred on the Light Rail corridor
Monetary value of significant fines and total number of non-monetary sanctions for non-compliance with environmental laws and regulations.	No environmental penalties or fines have been issued due to Light Rail operational activities.
Direct economic value generated and distributed, including revenues, operating costs, employee compensation, donations and other community investments, retained earnings, and payments to capital providers and governments. (Economic)	<p>Direct economic value distributed \$ 29,371,000 Direct economic value generated, including revenues \$35,634,000</p>
Prevention and mitigation measures implemented in operations with significant potential or actual negative impacts on local communities. (Social)	No measures have been implemented with significant potential or actual negative impacts on local communities
Average hours of training per year per employee by gender, and by employee category. (Training and Education)	<p>Average hours of Training: Male Employees 81 hours per male employee</p> <p>Average hours of Training: Female Employees 12 hours per female employee</p> <p>Average hours of Training: Customer Service Officers/ Authorised Officers 106 hours per Customer Service Officers/Authorised Officers</p> <p>Average hours of Training: Drivers 35 hours per Driver</p> <p>Average hours of Training: Operations Controllers 8.4 hours per Operations Controller</p> <p>Average hours of Training: Administrative Employees 11.5 hours per Administrative Employees</p> <p>The majority of Drivers, Customer Service Officers, Authorised Officers and Controller positions within the business are held by males. These roles require a significant amount of training to achieve and maintain competency compared to the requirements for office based administrative staff.</p> <p>Consequently the average hours of training for male staff is higher than the average hours of training for female staff.</p>

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