

This sample PDF is provided only as an example. The online Benchmark Report, available via the GRESB Portal, has interactive elements and more functionality.



Transurban Limited

Asset Assessment 2021-09-10 02:45:14

SUBMITTED: 2021-09-10 02:45:14

2021

GRESB
Asset
AssessmentTransurban Limited
Transurban Limited

Nature of ownership: Public entity
(listed on a Stock Exchange)
Sector: Motorway Network
Location: Australia

2ndMotorway Network
| Maintenance and
operation

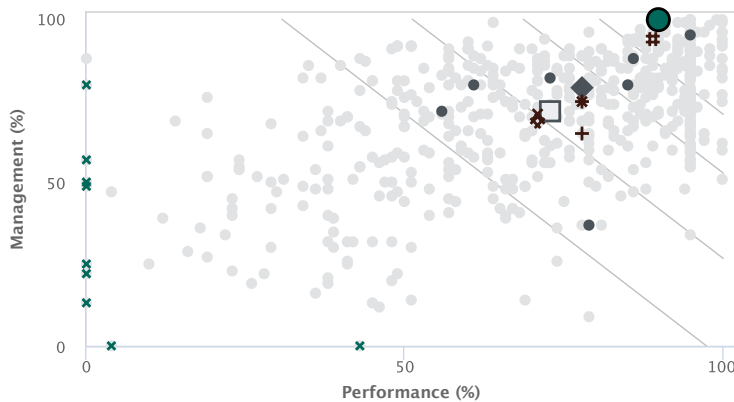
Out of 8



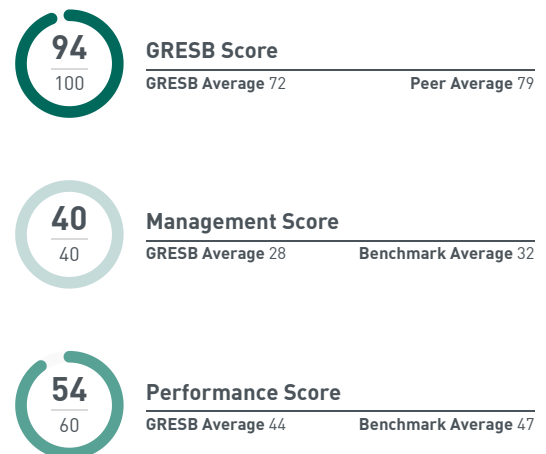
Rankings



GRESB Model



● This Entity ◆ Peer Group Avg. ● Peer Group □ GRESB Average
 ● GRESB Universe + Asia × Europe * Americas * Oceania
 # Globally diversified × Entities with only one component submitted



ESG Breakdown



26

26

Governance

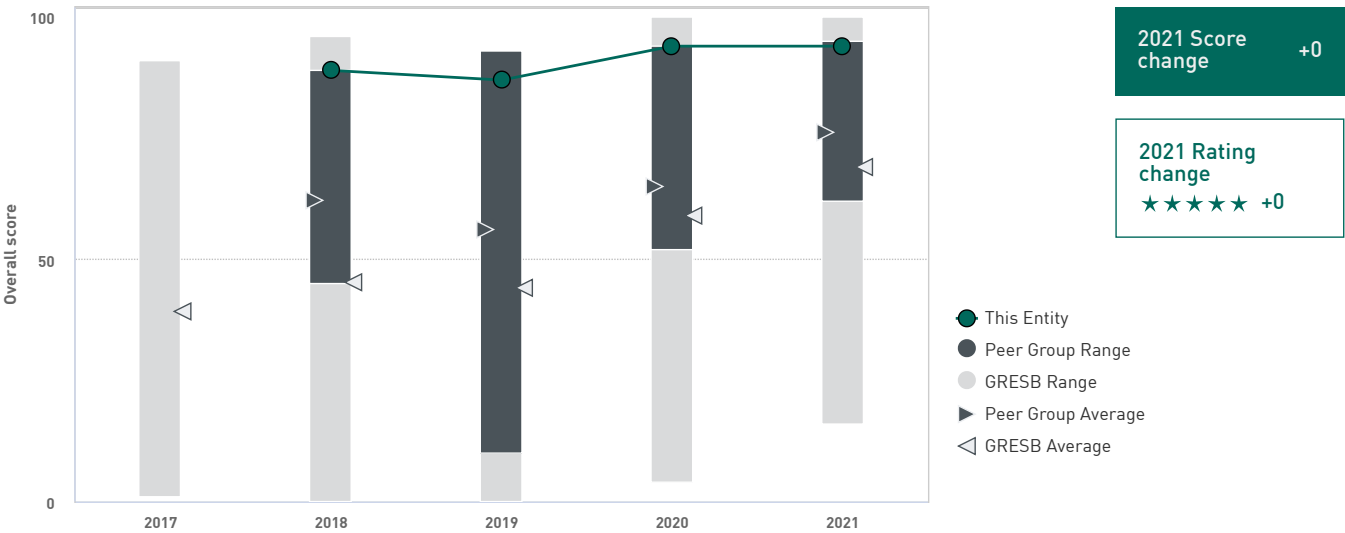
GRESB Average

16

Benchmark Average

18

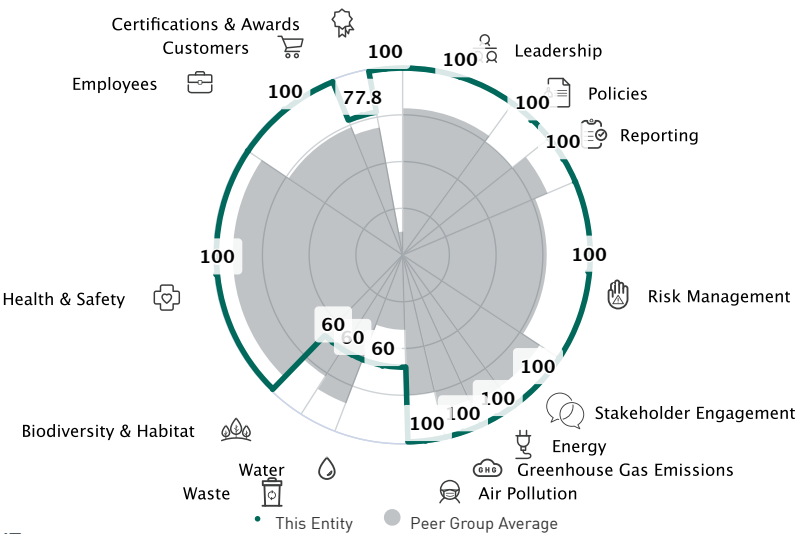
Trend



Peer group allocation


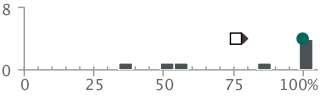

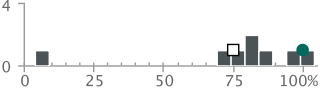

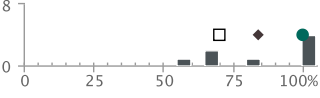

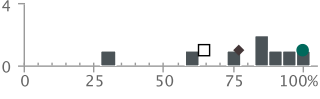

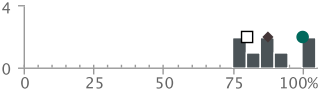
Each asset participant is assigned to a peer group, based on the entity’s business activities and geographical location. To ensure participant anonymity, GRESB will only create a peer group if there is a minimum of six participants allocated to the peer group, the participant and five other peers. Peer group assignments do not affect an asset’s score, but determine how GRESB puts an Assessment participant’s results into context.

Aspect, Strengths & Opportunities






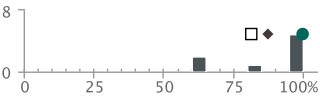

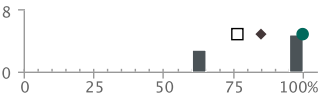

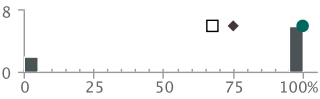

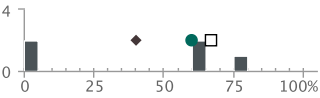
MANAGEMENT COMPONENT

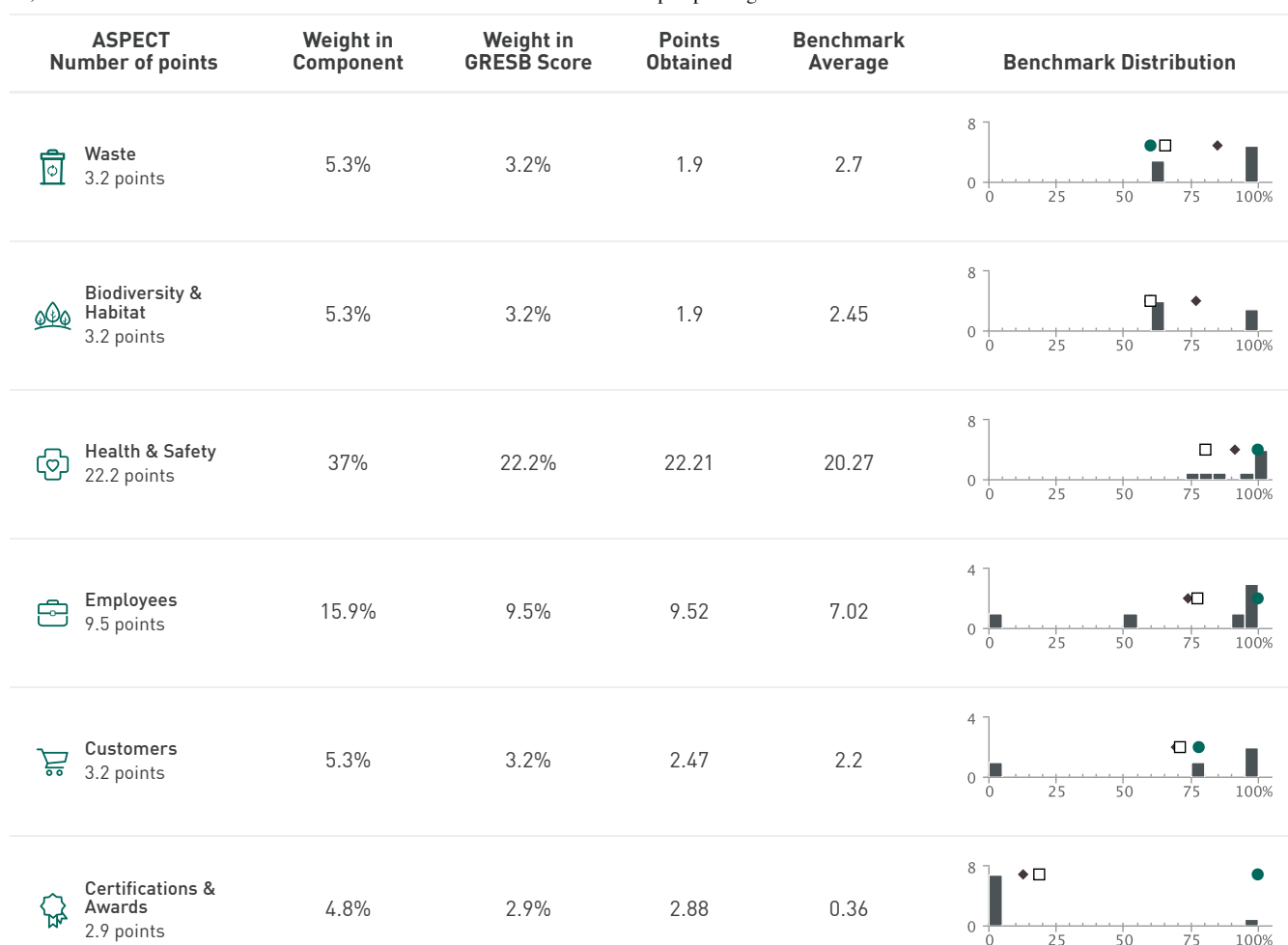
Motorway Network | Maintenance and operation (8 entities)

ASPECT Number of points	Weight in Component	Weight in GRESB Score	Points Obtained	Benchmark Average	Benchmark Distribution
 Leadership 10 points	25%	10%	10	7.85	
 Policies 4.3 points	10.8%	4.3%	4.32	3.23	
 Reporting 4.3 points	10.7%	4.3%	4.28	3.59	
 Risk Management 15.7 points	39.2%	15.7%	15.68	12.02	
 Stakeholder Engagement 5.7 points	14.3%	5.7%	5.72	5	

PERFORMANCE COMPONENT

Motorway Network | Maintenance and operation (8 entities)

ASPECT Number of points	Weight in Component	Weight in GRESB Score	Points Obtained	Benchmark Average	Benchmark Distribution
 Implementation 0 points	0%	0%	Not scored		
 Output & Impact 0 points	0%	0%	Not scored		
 Energy 3.2 points	5.3%	3.2%	3.17	2.78	
 Greenhouse Gas Emissions 3.2 points	5.3%	3.2%	3.17	2.7	
 Air Pollution 3.2 points	5.3%	3.2%	3.17	2.38	
 Water 6.3 points	10.6%	6.3%	3.81	2.54	



Entity & Peer Group Characteristics

This entity		Peer Group (8 entities)	
Primary Geography:	Australia	Peer Group Geography:	
Sector:	Motorway Network	Peer Group Sector:	Motorway Network
Legal Status:	Public entity (listed on a Stock Exchange)	Legal Status:	
Total GAV:	\$28.2 Billion	Average GAV:	\$6.86 Billion
Reporting Period:	Fiscal year		

Business Activities

Asset Description

Transurban manages and develops urban toll road networks in Australia and North America. As at July 2021 we operate 21 roads in Australia and North America, including: - 17 roads in Australia across Melbourne, Sydney and Brisbane - 3 three roads in the US in the Washington DC area - 1 road in Montreal, Canada Detailed information on our roads and projects is available at <https://www.transurban.com/roads-and-projects>. As at the end of our FY20 GRESB reporting period we were only managing 17 of these roads, provided in our facility list in section RC3."

Facilities

Transport: Road Companies: Motorway Network	weight: 8.7%
Hills M2	
Toll road - open road	

Transport: Road Companies: Motorway Network	weight: 2.7%
Lane Cove Tunnel	
Toll road - tunnel	

Transport: Road Companies: Motorway Network	weight: 2.1%
Cross City Tunnel	
Toll road - tunnel	

Transport: Road Companies: Motorway Network	weight: 4.3%
M1 Eastern Distributor	
Toll road - open road and tunnel	

Transport: Road Companies: Motorway Network	weight: 12.8%
Westlink M7	
Toll road - open road	

Transport: Road Companies: Motorway Network	weight: 9%
M5 Southwest	
Toll road - open road	

Transport: Road Companies: Motorway Network	weight: 23.4%
CityLink	
Toll road - open road, bridge and tunnel	

Transport: Road Companies: Motorway Network	weight: 7%
Gateway Motorway	
Toll road - open road and bridge	

Transport: Road Companies: Motorway Network	weight: 6.2%
Logan Motorway	
Toll road - open road	

Transport: Road Companies: Motorway Network	weight: 3.5%
AirportlinkM7	
Toll road - tunnel	

Transport: Road Companies: Motorway Network	weight: 1.5%
Clem7	
Toll road - tunnel	

Transport: Road Companies: Motorway Network	weight: 1.2%
Legacy Way	
Toll road - tunnel	

Transport: Road Companies: Motorway Network	weight: 0.3%
Go Between Bridge	
Toll road - open road and bridge	

Transport: Road Companies: Motorway Network	weight: 3.9%
95 Express Lanes	
Toll road - open road	

Transport: Road Companies: Motorway Network		weight: 2.8%
495 Express Lanes		
Toll road - open road		

Transport: Road Companies: Motorway Network		weight: 1.9%
A25		
Toll road - open road and bridge		

Transport: Road Companies: Motorway Network		weight: 8.7%
M4		
Toll road - open road and tunnel		

Validation

GRESB Validation

Automatic	Automatic validation is integrated into the portal as participants fill out their Assessments, and consists of errors and warnings displayed in the portal to ensure that Assessment submissions are complete and accurate.
Manual	Manual validation takes place after submission, and consists of document and text review to check that the answers provided in Assessment are supported by sufficient evidence. The manual validation process reviews the content of all Assessment submissions for accuracy and consistency.

Evidence Manual Validation							
LE3	LE6	P01	P02	P03	RM1	RP1	Integrated Report Sustainability Report Annual Report Corporate Website Reporting to Investors Other Disclosure
RM1	RM2.1	RM2.2	RM2.3				

 = Accepted

 = Partially Accepted

 = Not Accepted/Duplicate

 = No response

Manual Validation Decisions - Excluding Accepted Answers

Evidence

Indicator	Decision	Reason(s):
RP1	Partially Accepted	Only contains actions and/or performance from one element of E, S, or G






Other Answers









Indicator	Decision	Other answer provided:
P02	Duplicate	Modern slavery
RP1	Not Accepted	Community engagement and communication plans are developed for each individual major project, which include commitments to communicate on ESG issues that include community and environmental matters.
RM2.2	Duplicate	Modern slavery
RM5.2	Duplicate	Modern slavery

Materiality

Environmental







 High relevance
  Medium relevance
  Low relevance
  No relevance

Issue	Entity specific materiality	Peer materiality
Air pollution	Medium relevance	
Biodiversity and habitat	Medium relevance	
Contaminated land	Medium relevance	
Energy	Medium relevance	
Greenhouse gas emissions	Medium relevance	

Issue	Entity specific materiality	Peer materiality
Hazardous substances	Medium relevance	
Light pollution	Medium relevance	
Material sourcing and resource efficiency	Medium relevance	
Noise pollution	No relevance	
Physical risk	Medium relevance	
Waste	Medium relevance	
Water inflows/withdrawals	Medium relevance	
Water outflows/discharges	Medium relevance	

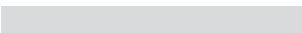
Governance




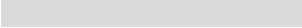











 High relevance
  Medium relevance
  Low relevance
  No relevance

Issue	Entity specific materiality	Peer materiality
Audit committee structure/independence	Medium relevance	
Board composition	Medium relevance	
Board ESG oversight	Medium relevance	
Bribery and corruption	Low relevance	
Compensation committee structure/independence	Medium relevance	
Conflicts of interest	Medium relevance	
Cybersecurity	Medium relevance	
Data protection and privacy	High relevance	
Delegating authority	Medium relevance	
Executive compensation	Medium relevance	
Fraud	Medium relevance	
Independence of board chair	Medium relevance	
Lobbying activities	Medium relevance	
Political contributions	Medium relevance	
Shareholder rights	Medium relevance	
Whistleblower protection	Medium relevance	

Social



 High relevance
  Medium relevance
  Low relevance
  No relevance




Issue	Entity specific materiality	Peer materiality
Child labor	No relevance	

Issue	Entity specific materiality	Peer materiality
Community development	Medium relevance	
Customer satisfaction	Medium relevance	
Employee engagement	Medium relevance	
Forced or compulsory labor	No relevance	
Freedom of association	Low relevance	
Health and safety: community	Medium relevance	
Health and safety: contractors	High relevance	
Health and safety: employees	High relevance	
Health and safety: supply chain	Medium relevance	
Health and safety: users	High relevance	
Inclusion and diversity	High relevance	
Labor standards and working conditions	Low relevance	
Local employment	High relevance	
Social enterprise partnering	Medium relevance	
Stakeholder relations	Medium relevance	

Management

Management

	Aspect indicator	Score Max	Score Entity (p)	Score Benchmark (p)	Strengths & Opportunities
	Leadership	10.00p 25%	10	7.85	57% of peers scored lower
LE1	Entity materiality assessment	1.44	1.44	1.26	29% of peers scored lower
LE2	ESG leadership commitments			Not scored	
LE3	ESG objectives	2.84	2.84	2.44	43% of peers scored lower
LE4	Individual responsible for ESG	1.44	1.44	1.3	29% of peers scored lower
LE5	ESG senior decision maker	1.44	1.44	1.26	14% of peers scored lower
LE6	Personnel ESG performance targets	2.84	2.84	1.6	57% of peers scored lower
	Policies	4.32p 10.8%	4.32	3.23	100% of peers scored lower
P01	Policies on environmental issues	1.44	1.44	1.19	57% of peers scored lower
P02	Policies on social issues	1.44	1.44	1.13	57% of peers scored lower

	Aspect indicator	Score Max	Score Entity (p)	Score Benchmark (p)	Strengths & Opportunities
P03	Policies on governance issues	1.44	1.44	0.91	86% of peers scored lower
	Reporting	4.28p 10.7%	4.28	3.59	57% of peers scored lower
RP1	ESG reporting	2.84	2.84	2.24	57% of peers scored lower
RP2.1	ESG incident monitoring	1.44	1.44	1.35	57% of peers scored lower
RP2.2	Involvement in ESG-related misconduct, penalties, incidents (The response to this indicator will be reviewed as part of sector leader requirements)			Not scored	
	Risk Management	15.68p 39.2%	15.68	12.02	100% of peers scored lower
RM1	Management systems	2.84	2.84	2.48	14% of peers scored lower
RM2.1	Environmental risk assessment	2.84	2.84	2.42	57% of peers scored lower
RM2.2	Social risk assessment	2.84	2.84	1.95	57% of peers scored lower
RM2.3	Governance risk assessment	2.84	2.84	1.55	100% of peers scored lower
RM3	Resilience of strategy to climate-related risks			Not scored	
RM4.1	Transition risk identification			Not scored	
RM4.2	Transition risk impact assessment			Not scored	
RM4.3	Physical risk identification			Not scored	
RM4.4	Physical risk impact assessment			Not scored	
RM5.1	Monitoring of environmental performance	1.44	1.44	1.26	71% of peers scored lower
RM5.2	Monitoring of social performance	1.44	1.44	1.17	71% of peers scored lower
RM5.3	Monitoring of governance performance	1.44	1.44	1.19	86% of peers scored lower
	Stakeholder Engagement	5.72p 14.3%	5.72	5	86% of peers scored lower
SE1	Stakeholder engagement program	2.84	2.84	2.34	86% of peers scored lower
SE2	Supply chain engagement program	1.44	1.44	1.25	71% of peers scored lower
SE3.1	Stakeholder grievance process	1.44	1.44	1.41	43% of peers scored lower
SE3.2	Stakeholder grievance monitoring			Not scored	

Leadership


LE1 Points: 1.44/1.44**Entity materiality assessment**☒ Yes100%  ^**Elements covered in the materiality assessment report (multiple answers possible)**☒ Identification of the material ESG issues from the entity's operations100% ☒ Engagement with relevant stakeholders to identify which issues are material75% ☐ No0% **Additional context**


Transurban uses annual ESG materiality assessments as one way to prioritise the level of management, engagement and reporting on different ESG issues. Our FY20 Corporate Reporting Suite included several public examples: - Our FY20 Corporate Report included a summary of our six key stakeholder groups, how we engage with them, and material issues important to each stakeholder group for the year: See "Working with our stakeholders" at <https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=18> . - Our FY20 Sustainability Supplement included a summary of our materiality assessment and heat map of issues that we prioritise for public reporting: See "Material issues" at <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=4> . - Our FY20 SDG Progress Report provided a summary of material issues relating to the global UN Sustainability Development Goals, to which we align Transurban's Sustainability Strategy: See "UN SDG Progress Report" at <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=20> .

LE2 Not Scored**ESG leadership commitments**☒ Yes88%  ^☒ General ESG commitments (multiple answers possible)88%  ^☒ Commitments that are publicly evidenced and oblige the organization to take action (multiple answers possible).62%  ^☒ UN Global Compact50% ☒ Other

Infrastructure Sustainability Council of Australia

38% ☒ Commitments that are publicly evidenced and do not oblige the organization to take action (multiple answers possible).50%  ^☒ Support the Goals38% ☐ Other12% 

☒ Formal environmental issue-specific commitments (multiple answers possible) 38%  ^

☒ Commitments that are publicly evidenced and oblige the organization to take action (multiple answers possible). 38%  ^


☐ Business for nature 0% 

☐ Climate League 2030 0% 

☐ EV100 0% 


☐ Powering Past Coal Alliance (PPCA) 0% 

☐ RE 100 0% 

☒ Science Based Targets Initiative 25% 


☐ Transform to Net Zero 0% 


☐ UNFCCC Climate Neutral Now Pledge 0% 

☐ UN Global Compact Our Only Future 12% 

☐ WorldGBC's Net Zero Carbon Buildings Commitment 0% 


☐ Other 25% 

☒ Commitments that are publicly evidenced and do not oblige the organization to take action (multiple answers possible). 12%  ^


☒ Task force on Climate-related Financial Disclosures 12% 

☐ Other 0% 

☒ Formal social issue-specific commitments (multiple answers possible) 50%  ^

☒ Commitments that are publicly evidenced and oblige the organization to take action (multiple answers possible). 38% 

List commitment(s): Australian Commonwealth Modern Slavery Act 2018

☒ Commitments that are publicly evidenced and do not oblige the organization to take action (multiple answers possible). 25%  ^

☐ The Responsible Labor Initiative (RLI) 0%

☐ World Business Council for Sustainable Development's Call to Action 0%

☐ 30% Club 0%

☒ Other 25%

Women's Gender Equality Agency (WGEA). Supply chain human rights frameworks including: UN Universal Declaration of Human Rights; International Covenant on Economic, Social and Cultural Rights; International Covenant on Civil and Political Rights; International Labour Organisation Declaration on Fundamental Principles and Rights at Work

☒ Formal governance issue-specific commitments (multiple answers possible) 50%

☒ Commitments that are publicly evidenced and oblige the organization to take action (multiple answers possible). 38%

List commitment(s): ASX Corporate Governance Principles and Recommendations (4th edition)

☐ Commitments that are publicly evidenced and do not oblige the organization to take action (multiple answers possible). 12%

☐ No 12%

Additional context

Overall: - UN Global Compact: Transurban is a signatory, and a member of the UNGC Network Australia. - Infrastructure Sustainability Council of Australia: Transurban is a member and requires that all major project use ISCA's Infrastructure Sustainability Rating tool. - UN Sustainable Development Goals: Transurban's Sustainability Strategy is focused around the UN SDGs and includes a number of commitments by Transurban against each goal. Transurban is also a member of "Support the Goals". Environment: - Science Based Targets Initiative: Transurban has a GHG target validated by the SBTi covering Scope 1, 2 and 3 emissions. - Task force on Climate-related Financial Disclosures: Transurban's Climate Change Framework embeds risk assessment and financial disclosures following the recommendations of the TCFD. Social: - Australian Commonwealth Modern Slavery Act 2018: Transurban complies with the new Modern Slavery Act in Australia, and publishes an annual Modern Slavery Statement disclosing our risk assessment and mitigation processes for identifying any risk of modern slavery in our supply chain. - Women's Gender Equality Agency (WGEA): we commit to the guidelines of the Australian WGEA and are certified as an "Employer of Choice for Gender Equality". - Transurban's Supplier Sustainability Code of Practice supports human rights frameworks including: UN Universal Declaration of Human Rights; International Covenant on Economic, Social and Cultural Rights; International Covenant on Civil and Political Rights; International Labour Organisation Declaration on Fundamental Principles and Rights at Work. Governance: - ASX Corporate Governance Principles and Recommendations (4th edition) - as a publicly-listed company we support and comply with ASX and other regulatory principles.

Objectives

LE3 Points: 2.84/2.84

ESG objectives

☒ Yes 100%

The objectives relate to

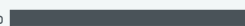
☒ General sustainability 100%

☒ Environment

100%

☒ Social

100%

☒ Governance

100%



The objectives are

☒ Publicly available

62%



Applicable evidence

Evidence provided

[ACCEPTED]

<https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Sustainability-Policy.pdf>

<https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=16>

https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/HSE_Policy.pdf

https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Corporate_Governance_Statement.pdf

https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Ethical_Business_Practices_Policy.pdf

<https://www.transurban.com/about-us/corporate-governance>

https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Diversity_Policy.pdf

☐ Not publicly available


38%

☐ No

0%



Additional context

 Transurban's Sustainability Policy (linked above) provides the simplest overall summary of our ESG objectives. They summarise a range of policies and commitments that are addressed in more detail in other documents.

LE4 Points: 1.44/1.44

Individual responsible for ESG

☒ Yes

100%

☒ ESG

100%



Select the persons responsible (multiple answers possible)

☒ Dedicated employee for whom sustainability is the core responsibility

75%

☒ Employee for whom sustainability is among their responsibilities

100%



☐ External consultant/manager

38%

☐ Investment partners (co-investors/JV partners)

0%

☒ Climate-related risks and opportunities

75%

Select the persons responsible (multiple answers possible)☒ Dedicated employee with core responsibility

50%

Name: Matthew Brennan

Job title: Head of Sustainability

☒ Employee where this is among their responsibilities

75%

Name: Sarah Blagrove

Job title: Senior Sustainability Advisor

☐ External consultant/manager

38%

☐ Investment partners (co-investors/JV partners)

0%

☐ No

0%

Additional context

66 The Head of Sustainability, Matthew Brennan manages Transurban's sustainability program and leads a Sustainability team of several people whose core responsibilities are implementing this program and its ESG objectives. The Head of Sustainability reports to the Group Executive for Strategy, who is listed as the "ESG senior decision maker" in GRESB LE5. The Sustainable Procurement Manager, Deepen Somaiya, works within Transurban's procurement function, in a different business unit to the Sustainability team although with ongoing collaboration. His core responsibilities include implementing sustainability objectives in Transurban's supply chain by embedding them in standard procurement practices, and engaging with suppliers on ESG matters. The Sustainable Procurement Manager reports to the Head of Corporate Services, who in turn reports to the Chief Financial Officer. The Senior Sustainability Advisor, Sarah Blagrove, is responsible for implementing Transurban's Climate Change Framework and coordinating activities across the business to identify, assess and manage climate risk.

LE5 Points: 1.44/1.44**ESG senior decision maker**☒ Yes

88%

☒ ESG

88%

The individual's most senior role is as part of:☐ [50%] Board of directors☒ [38%] C-suite level staff☐ [12%] No answer provided

☒ Climate-related risks and opportunities
62%

Name: Christine O'Reilly / Neil Chatfield

Job title: Chair of the Audit and Risk Committee

The individual's most senior role is as part of:


☒ [38%] Board of directors

☐ [25%] C-suite level staff

☐ [38%] No answer provided

☐ No
12%

Additional context

66 Group Executive Victoria and Strategy Henry Byrne is a member of Transurban's executive management. His responsibilities leading the Strategy function include oversight of Transurban's Sustainability Strategy and ESG objectives. The Group Executive Victoria and Strategy reports directly to the CEO, and also communicates directly with the Board to present and discuss sustainability related matters. Climate-related risks and opportunities are overseen by Transurban's Board Audit and Risk Committee. In FY20 this position was held by director Christine O'Reilly, and in FY21 the position is held by director Neil Chatfield. This Board committee reviews and approves ongoing climate risk and opportunities assessment, including Transurban's Climate Change Framework, and implementation of the recommendations of Taskforce for Climate-related Financial Disclosures.

LE6 Points: 2.84/2.84

Personnel ESG performance targets

☒ Yes
88% ^

Predetermined consequences

☒ Yes
88% ^
☒ Financial consequences
75% ^

Personnel to whom these factors apply

☒ All other employees
62% ☒ Asset managers
25% ☒ Board of directors
38% ☒ C-suite level staff
62% ☒ Dedicated staff on ESG issues
50% ☒ ESG managers
38%

<input checked="" type="checkbox"/> External managers or service providers	25%	<div><div></div></div>
<input type="checkbox"/> Fund/portfolio managers	0%	<div><div></div></div>
<input type="checkbox"/> Investment analysts	0%	<div><div></div></div>
<input type="checkbox"/> Investment committee	0%	<div><div></div></div>
<input checked="" type="checkbox"/> Investor relations	25%	<div><div></div></div>
<input type="checkbox"/> Other	12%	<div><div></div></div>
<input checked="" type="checkbox"/> Non-financial consequences	75%	<div><div></div></div> ^

Personnel to whom these factors apply

<input checked="" type="checkbox"/> All other employees	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Asset managers	25%	<div><div></div></div>
<input checked="" type="checkbox"/> Board of directors	25%	<div><div></div></div>
<input checked="" type="checkbox"/> C-suite level staff	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Dedicated staff on ESG issues	25%	<div><div></div></div>
<input checked="" type="checkbox"/> ESG managers	25%	<div><div></div></div>
<input checked="" type="checkbox"/> External managers or service providers	12%	<div><div></div></div>
<input type="checkbox"/> Fund/portfolio managers	0%	<div><div></div></div>
<input type="checkbox"/> Investment analysts	0%	<div><div></div></div>
<input type="checkbox"/> Investment committee	0%	<div><div></div></div>
<input checked="" type="checkbox"/> Investor relations	25%	<div><div></div></div>
<input type="checkbox"/> Other	12%	<div><div></div></div>
<input type="radio"/> No	0%	<div><div></div></div>

Applicable evidence

Evidence provided (but not shared with investors)

[ACCEPTED]

<https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=88>
<https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=54>
<https://www.transurban.com/our-operations/our-capabilities/community-engagement>
https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Corporate_Governance_Statement.pdf

No

12%

Additional context

All employees (Asset managers, Board of directors, C-suite level staff, Dedicated staff on ESG issues, ESG managers, Investor relations, All other employees) have a portion of their annual remuneration incentive directly linked to group-wide safety performance, as well as individual safety targets in their KPIs. In addition to this financial consequence, there may be non-financial consequences relating to employee recognition for positive performance, or performance management measures for underperformance. Beyond group-wide targets, individual employees have ESG related KPIs linked to their role. The CEO, Group Executive of Strategy, Head of Sustainability, Senior Sustainability Advisor and Sustainability Advisor have responsibilities for delivering Transurban's Sustainability Strategy which includes a range of ESG initiatives and targets. Employees in stakeholder management roles, in particular community and customer roles, have performance targets linked to stakeholder engagement and social outcomes. The Transurban Board has performance measures related to governance practices and ESG objectives including Diversity. External service providers include our major construction contractors, who have sustainability performance targets set in major projects including minimum scores to be achieved for the projects they are completing using the Infrastructure Sustainability Rating Tool. The Infrastructure Sustainability rating is required in the project contract and failure to meet targets may have financial consequences if it results in non-compliance with the agreed contract targets, or non-financial consequences relating to contractor reputation if standards are not met.

Policies

P01 Points: 1.44/1.44

Policies on environmental issues

Yes

100%

Environmental issues included








<input checked="" type="checkbox"/> Air pollution	88%
<input checked="" type="checkbox"/> Biodiversity and habitat	88%
<input checked="" type="checkbox"/> Contaminated land	75%
<input checked="" type="checkbox"/> Energy	100%
<input checked="" type="checkbox"/> Greenhouse gas emissions	88%
<input checked="" type="checkbox"/> Hazardous substances	75%
<input checked="" type="checkbox"/> Light pollution	75%

<input checked="" type="checkbox"/> Material sourcing and resource efficiency	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Noise pollution	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Physical risk	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Waste	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Water outflows/discharges	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Water inflows/withdrawals	62%	<div><div></div></div>
<input checked="" type="checkbox"/> Other issues	25%	<div><div></div></div>
Heritage protection	[ACCEPTED]	

Applicable evidence

Evidence provided (but not shared with investors)


[ACCEPTED]

-  <https://www.northconnex.com.au/content/dam/northconnex/pdf/environment/operational-management-plans/operational-environmental-management-plan.pdf>
-  <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=20>
-  <https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=39>
-  <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=5>
-  https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/HSE_Policy.pdf
-  <https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Sustainability-Policy.pdf>
-  <https://www.transurban.com/community-and-sustainability/environment>

☐ No

0%

Additional context


 Refer to "Transurban - GRESB 2021 evidence cover page - Policies, Risks, Monitoring" attached to this section for cross-references of issues covered by supporting documents. Transurban's highest-level environmental policy is it's HSE Policy is publicly available. The HSE Policy is supported by an Integrated HSE Management System at the Group-wide level. More detailed Operational Environmental Management Plans and procedures are in place at individual regional and asset level. Transurban's Sustainability Strategy and Sustainability Policy also includes specific policy and commitment to energy, greenhouse gas emissions and climate change.

P02 Points: 1.44/1.44

Policies on social issues

☒ Yes

100%



Social issues included

☒ Child labor

50%

<input checked="" type="checkbox"/> Community development	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Customer satisfaction	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Employee engagement	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Forced or compulsory labor	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Freedom of association	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: community	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: contractors	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: employees	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: supply chain	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: users	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Inclusion and diversity	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Labor standards and working conditions	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Local employment	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Social enterprise partnering	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Stakeholder relations	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Other issues	25%	<div><div></div></div>
Modern slavery	[DUPLICATE]	

Applicable evidence

Evidence provided (but not shared with investors)

[ACCEPTED]

- https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/HSE_Policy.pdf
- https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Supplier_Sustainability_Code_of_Practice.pdf
- https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Diversity_Policy.pdf
- https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Code_of_Conduct.pdf
- <https://www.transurban.com/innovate-rap-2020>
- <https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Sustainability-Policy.pdf>
- <https://www.transurban.com/community-and-sustainability/our-customers>
- <https://www.transurban.com/content/dam/investor-centre/06/FY20-Modern-Slavery-Statement.pdf>
- <https://www.transurban.com/content/dam/transurban-pdfs/01/FIAP-action-plan-report-2020.pdf>
- <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=20>

☐ No 0%

Additional context

Refer to "Transurban - GRESB 2021 evidence cover page - Policies, Risks, Monitoring" attached to this section for cross-references of issues covered by supporting documents. Transurban's highest-level social policies include its Code of Conduct, HSE policy, Diversity policy and Supplier Sustainability code of practice. These are publicly available at: <https://www.transurban.com/about-us/corporate-governance>

P03 Points: 1.44/1.44

Policies on governance issues

☒ Yes 100%

Governance issues included

<input checked="" type="checkbox"/> Audit committee structure/independence	62%
<input checked="" type="checkbox"/> Board composition	62%
<input checked="" type="checkbox"/> Board ESG oversight	62%
<input checked="" type="checkbox"/> Bribery and corruption	75%
<input checked="" type="checkbox"/> Compensation committee structure/independence	25%
<input checked="" type="checkbox"/> Conflicts of interest	88%
<input checked="" type="checkbox"/> Cybersecurity	88%
<input checked="" type="checkbox"/> Data protection and privacy	100%

<input checked="" type="checkbox"/> Delegating authority	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Executive compensation	25%	<div><div></div></div>
<input checked="" type="checkbox"/> Fraud	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Independence of board chair	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Lobbying activities	62%	<div><div></div></div>
<input checked="" type="checkbox"/> Political contributions	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Shareholder rights	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Whistleblower protection	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Other issues	38%	<div><div></div></div>
Supply chain governance	[ACCEPTED]	

Applicable evidence

Evidence provided (but not shared with investors) [ACCEPTED]

- 🔗 https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Board_Charter.pdf
- 🔗 https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Audit_and_Risk_Committee_Charter.pdf
- 🔗 https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Remuneration_People_Culture_Committee_Charter.pdf
- 🔗 https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Constitution_THL.pdf
- 🔗 https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Corporate_Governance_Statement.pdf
- 🔗 <https://www.transurban.com/privacy>
- 🔗 <https://www.transurban.com/content/dam/transurban-pdfs/03/FY19-tax-transparency-report.pdf>
- 🔗 https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Code_of_Conduct.pdf
- 🔗 https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Supplier_Sustainability_Code_of_Practice.pdf
- 🔗 https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Ethical_Business_Practices_Policy.pdf
- 🔗 https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Whistleblower_Policy.pdf
- 🔗 <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=20>
- 🔗 <https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Sustainability-Policy.pdf>

☐ No 0%

Additional context

🔗 Refer to "Transurban - GRESB 2021 evidence cover page - Policies, Risks, Monitoring" attached to this section for cross-references of issues covered by supporting documents. The majority of Transurban's Corporate Governance policies are publicly available. Transurban's Corporate Governance Statement provides a concise annual update on governance practices. These are publicly available at: <https://www.transurban.com/about-us/corporate-governance>

Reporting

RP1 Points: 2.84/2.84

ESG reporting

☒ Yes

100%  ^

Types of disclosure

☒ Integrated Report*

38%  ^

Reporting level



☒ **[38%]** Group

☐ **[62%]** No answer provided

Third-party review

☒ Yes

25%  ^

☐ Externally checked

0% 

☐ Externally verified

0% 

☒ Externally assured

25%  ^

using



☐ **[12%]** AA1000AS

☒ **[12%]** ASAE3000

☐ **[75%]** No answer provided

☐ No

12% 

Applicable evidence

Evidence provided

[ACCEPTED]

<https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=6>

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=64>

☒ Stand-alone sustainability report(s)

50%  ^

Reporting level



- ☐ [25%] Entity
- ☒ [25%] Group
- ☐ [50%] No answer provided

Aligned with third-party standard



- ☒ [12%] GRI Sustainability Reporting Guidelines
- ☐ [12%] Other
- ☐ [75%] No answer provided

Third-party review

☒ Yes

25% ^

☐ Externally checked

12%

☐ Externally verified

0%

☒ Externally assured

12% ^

using



- ☒ [12%] ASAE3000
- ☐ [88%] No answer provided

☐ No

25%

Applicable evidence

Evidence provided

[ACCEPTED]

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf>

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=64>

☐ Section of Annual Report

62%

☒ Dedicated section on website

75% ^

Reporting level



- ☐ [25%] Entity
- ☒ [50%] Group
- ☐ [25%] No answer provided

Applicable evidence

Evidence provided

[ACCEPTED]

☒ Entity reporting to investors

50%

Frequency of reporting: Six-monthly

Reporting level


☐ [25%] Entity

☒ [25%] Group

☐ [50%] No answer provided

Aligned with third-party standard


☐ [25%] GRI Sustainability Reporting Guidelines

☒ [12%] Other: ASX Corporate Governance Council's Corporate Governance Principles and Recommendations

☐ [62%] No answer provided

Third-party review

☐ Yes

25%

☒ No

25%

Applicable evidence

Evidence provided

[ACCEPTED]

<https://www.transurban.com/content/dam/investor-centre/01/1H21-ResultsPresentation.pdf#page=41>
<https://www.transurban.com/content/dam/investor-centre/01/FY20-ResultsPresentation.pdf#page=16>
☒ Other

25%

Community liaison groups, forums and newsletters providing ongoing ESG reporting on specific projects and locations

[ACCEPTED]

Reporting level


☒ [12%] Entity

☐ [12%] Group

☐ [75%] No answer provided

Aligned with third-party standard


☐ [12%] GRI Sustainability Reporting Guidelines

☒ [12%] Other: Community engagement and communication plans are developed for each individual major project, which include commitments to communicate on ESG issues that include community and environmental matters.

☐ [75%] No answer provided

Third-party review

☐ Yes

12%

☒ No

12%

Applicable evidence

Evidence provided

[PARTIALLY ACCEPTED]

<https://westgatetunnelproject.vic.gov.au/community/community-liaison-groups>

<https://www.northconnex.com.au/about-northconnex/environmental-approvals/agccc>

☐ No

0%

Additional context

Transurban's main annual summary of ESG actions and performance is its annual Corporate Reporting Suite, which includes the main Corporate Report as well as more comprehensive Sustainability Supplement covering detailed data, climate change disclosures and Transurban's "UN Sustainable Development Goals Progress Report". Transurban's Corporate Governance Statement provides an annual update from the Board on Governance and ESG matters. Transurban communicates ESG actions and performance throughout the year through a number of websites, newsletters, investor announcements and social media.

RP2.1 Points: 1.44/1.44

ESG incident monitoring

☒ Yes

100% ^

Stakeholders

<input checked="" type="checkbox"/> Clients/customers	100% <div></div>
<input checked="" type="checkbox"/> Contractors	88% <div></div>
<input checked="" type="checkbox"/> Community/public	88% <div></div>
<input checked="" type="checkbox"/> Employees	100% <div></div>
<input checked="" type="checkbox"/> Investors/shareholders	88% <div></div>
<input checked="" type="checkbox"/> Regulators/government	88% <div></div>
<input checked="" type="checkbox"/> Special interest groups	50% <div></div>
<input checked="" type="checkbox"/> Suppliers	75% <div></div>
<input type="checkbox"/> Other stakeholders	12% <div></div>

Process

Transurban communicate ESG-related issues publicly and to relevant stakeholders including the examples below.
Investors/Community/Public: As a listed company, in the event of any material ESG-related issues, Transurban is required to communicate to investors as per ASX disclosure rules and its Continuous Disclosure Policy (https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Continuous_Disclosure_Policy.pdf). Communication may occur in ASX share market releases and reporting. Investors/ Public – safety and environmental issues: when they occur, Transurban communicates significant safety or environmental incidents to the public and investors through

its corporate website and Corporate Report. Regulators/Government - safety and environmental issues: Transurban has a number of reporting obligations to government and regulatory bodies as part of its operating conditions. These include including safety and environmental reporting when incidents or breaches of licence conditions occur. Community/Public/Clients/Customers: Australian customers have the ability to contact the Tolling Customer Ombudsman to investigate complaints, and to which Transurban provides a public response addressing customer issues. (See Transurban responses at <http://tollingombudsman.com.au/reports-and-decisions/>) Employees - employees receive training on a range of ESG and compliance requirements, including two-way communications processes in the event of incidents. For example, processes for notifying and escalating incidents that may be covered by our Code of Conduct, HSE or Ethical Business Practices policies, and how these incidents will be resolved and communicated. In the event of serious ESG-related controversies, an independent and confidential external Whistleblower service is available to employees, contractors, customers, suppliers and the general public (<https://www.transurban.com/corporate-governance/whistleblower-service>)

☐ No

0%

Provide additional context for the answer provided (not validated, for reporting purposes only)

[Not provided]

RP2.2 Not Scored

Involvement in ESG-related misconduct, penalties, incidents (The response to this indicator will be reviewed as part of sector leader requirements)

☐ Yes

0%

☒ No

100%

Provide additional context for the answer provided (not validated, for reporting purposes only)

 Transurban has not had any significant ESG incidents or penalties in the reporting period.

Risk Management

RM1 Points: 2.84/2.84

Management systems

☒ Yes

88% ^

☒ Accreditations maintained or achieved (multiple answers possible)

88% ^

☐ ISO 55000

12%

☒ ISO 14001

75%

☒ ISO 9001

88%

<input checked="" type="checkbox"/> ISO 45001	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Other standard	50%	<div><div></div></div>
ISO 10002 Quality Management - Customer Satisfaction		[ACCEPTED]

Applicable evidence

Evidence provided (but not shared with investors) [ACCEPTED]
<https://www.transurban.com/content/dam/transurban-pdfs/02/news/transurban-submission-inquiry-gld.pdf#page=32>

<input checked="" type="checkbox"/> Management standards aligned with (multiple answers possible)	50%	<div><div></div></div> ^
<input checked="" type="checkbox"/> ISO 55000	25%	<div><div></div></div>
<input type="checkbox"/> ISO 14001	0%	<div><div></div></div>
<input type="checkbox"/> ISO 9001	12%	<div><div></div></div>
<input type="checkbox"/> OHSAS 18001	12%	<div><div></div></div>
<input type="checkbox"/> ISO 26000	0%	<div><div></div></div>
<input checked="" type="checkbox"/> ISO 20400	12%	<div><div></div></div>
<input type="checkbox"/> ISO 50001	0%	<div><div></div></div>
<input checked="" type="checkbox"/> Other standard	38%	<div><div></div></div>
AS 8001-2008 Fraud and Corruption Control, ISO 31000:2018 Risk management		[ACCEPTED]

Applicable evidence

Evidence provided (but not shared with investors) [ACCEPTED]
<https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=71>
<https://www.transurban.com/content/dam/investor-centre/06/FY20-Modern-Slavery-Statement.pdf#page=11>
https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Supplier_Sustainability_Code_of_Practice.pdf

<input type="checkbox"/> The management system is not aligned with an ESG related standard nor external certification	0%	<div><div></div></div>
<input type="radio"/> No	12%	<div><div></div></div>

Additional context

 Our operations and maintenance functions in each region maintain HSE Management Systems that are accredited to ISO standards

including ISO 14001, ISO 9001 and OHSAS 18001. These are maintained at the regional level and may be subject to different concession deed requirements and regulations for each state or individual asset.

Risk Assessments

RM2.1 Points: 2.84/2.84

Environmental risk assessment

☒ Yes









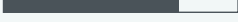


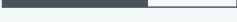
100%  ^

Elements of risk assessment process included



- ☐ [12%] Risks are identified
- ☐ [25%] Risks are identified and analyzed
- ☒ [62%] Risks are identified, analyzed, evaluated and treated

Environmental issues included

<input checked="" type="checkbox"/> Air pollution	100% 
<input checked="" type="checkbox"/> Biodiversity and habitat	88% 
<input checked="" type="checkbox"/> Contaminated land	50% 
<input checked="" type="checkbox"/> Energy	100% 
<input checked="" type="checkbox"/> Greenhouse gas emissions	100% 
<input checked="" type="checkbox"/> Hazardous substances	75% 
<input checked="" type="checkbox"/> Light pollution	50% 
<input checked="" type="checkbox"/> Material sourcing and resource efficiency	88% 
<input checked="" type="checkbox"/> Noise pollution	88% 
<input checked="" type="checkbox"/> Physical risk	75% 
<input checked="" type="checkbox"/> Waste	100% 
<input checked="" type="checkbox"/> Water outflows/discharges	75% 
<input checked="" type="checkbox"/> Water inflows/withdrawals	62% 

☒ Other

Heritage protection

[ACCEPTED]

12%

Applicable evidence

Evidence provided (but not shared with investors) [ACCEPTED]

- <http://westgatetunnelproject.vic.gov.au/library/environment-effects-statement/ees-documents>
- <https://www.northconnex.com.au/content/dam/northconnex/pdf/environment/operational-management-plans/operational-environmental-management-plan.pdf>
- <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=12>
- <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=20>

☐ No

0%

Additional context

Refer to "Transurban - GRESB 2021 evidence cover page - Policies, Risks, Monitoring" attached to this section for cross-references of issues covered by supporting documents. Transurban maintains ongoing risk registers for the organisation as a whole, as well as individual assets and business units. Transurban conducts environmental risk assessments on each major project. Recent example are comprehensive Environment Effects/Impacts Statements for the M4-M5 Link and West Gate Tunnel Project. These projects are used in the GRESB response as a supporting example for many environmental risk assessment components since they are the most detailed publicly-available case studies.

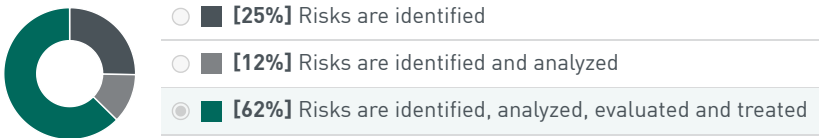
RM2.2 Points: 2.84/2.84

Social risk assessment

☒ Yes

100%

Elements of risk assessment process included



Social issues included









<input checked="" type="checkbox"/> Child labor	38% <div></div>
<input checked="" type="checkbox"/> Community development	75% <div></div>
<input checked="" type="checkbox"/> Customer satisfaction	75% <div></div>
<input checked="" type="checkbox"/> Employee engagement	75% <div></div>
<input checked="" type="checkbox"/> Forced or compulsory labor	50% <div></div>
<input checked="" type="checkbox"/> Freedom of association	50% <div></div>

<input checked="" type="checkbox"/> Health and safety: community	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: contractors	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: employees	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: supply chain	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: users	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Inclusion and diversity	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Labor standards and working conditions	62%	<div><div></div></div>
<input checked="" type="checkbox"/> Local employment	62%	<div><div></div></div>
<input checked="" type="checkbox"/> Social enterprise partnering	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Stakeholder relations	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Other	12%	<div><div></div></div>
Modern slavery	[DUPLICATE]	

Applicable evidence

Evidence provided (but not shared with investors)

[ACCEPTED]

-  https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Supplier_Sustainability_Code_of_Practice.pdf
-  <http://westgatetunnelproject.vic.gov.au/library/environment-effects-statement/ees-documents>
-  https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Corporate_Governance_Statement.pdf
-  <https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=34>
-  <https://www.transurban.com/content/dam/transurban-pdfs/01/CIAP-action-plan-report-2020.pdf>
-  <https://www.transurban.com/content/dam/investor-centre/06/FY20-Modern-Slavery-Statement.pdf>
-  <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=13>
-  <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=21>

☐ No



0%

Additional context

 Refer to "Transurban - GRESB 2021 evidence cover page - Policies, Risks, Monitoring" attached to this section for cross-references of issues covered by supporting documents. Examples of social risk assessments and monitoring are provided above for each topic at an organisation-wide level including examples disclosed in public reporting. Social risk is also assessed on each major project. Recent examples include comprehensive Environment Effects Statement (EES) for the West Gate Tunnel Project, M4-M5 Link, and NorthConnex major projects.. These projects are used in the GRESB response as a supporting example for many social risk assessment components since they are one of the most detailed publicly-available case studies.

RM2.3 Points: 2.84/2.84**Governance risk assessment**
☒ Yes
100%  ^**Elements of risk assessment process included**
☐ [25%] Risks are identified and analyzed

☒ [75%] Risks are identified, analyzed, evaluated and treated
Governance issues included

<input checked="" type="checkbox"/> Audit committee structure/independence	75% 
<input checked="" type="checkbox"/> Board composition	50% 
<input checked="" type="checkbox"/> Board ESG oversight	62% 
<input checked="" type="checkbox"/> Bribery and corruption	75% 
<input checked="" type="checkbox"/> Compensation committee structure/independence	50% 
<input checked="" type="checkbox"/> Conflicts of interest	100% 
<input checked="" type="checkbox"/> Cybersecurity	100% 
<input checked="" type="checkbox"/> Data protection and privacy	100% 
<input checked="" type="checkbox"/> Delegating authority	88% 
<input checked="" type="checkbox"/> Executive compensation	38% 
<input checked="" type="checkbox"/> Fraud	100% 
<input checked="" type="checkbox"/> Independence of board chair	25% 
<input checked="" type="checkbox"/> Lobbying activities	62% 
<input checked="" type="checkbox"/> Political contributions	62% 
<input checked="" type="checkbox"/> Shareholder rights	62% 
<input checked="" type="checkbox"/> Whistleblower protection	88% 

☒ Other issues

12%

Supply chain governance

[ACCEPTED]

Applicable evidence

Evidence provided (but not shared with investors)

[ACCEPTED]

https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=81

https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Ethical_Business_Practices_Policy.pdf

https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Corporate_Governance_Statement.pdf

https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=33

☐ No

0%

Additional context

 Refer to "Transurban - GRESB 2021 evidence cover page - Policies, Risks, Monitoring" attached to this section for cross-references of issues covered by supporting documents. Governance risks are frequently assessed through governance and financial audits, as disclosed in the public Annual/Corporate Report and Corporate Governance Statement.

Climate Related Risk Management

RM3 Not Scored

Resilience of strategy to climate-related risks

☒ Description of the resilience of the organization's strategy

50%

^

Describe the resilience of the organization's strategy.: Transurban's Business Resilience Framework defines resilience as "having the capability and capacity to respond effectively to any threat, incident, emergency, disruption or crisis that has the potential to impact Transurban, our customers or the community in which we operate – prioritising the safety of people, the protection of our reputation and the ability to continue to operate critical services". Transurban seeks to achieve business resilience by: • Understanding the potential risks that might disrupt our business and operations, our customers, our stakeholders, and the communities in which we operate, and • Building a capability that enables us to effectively respond to, and recover from, any such disruption no matter the scale or nature of the event that has occurred. Business resilience is closely related to risk management processes. Climate-related risks covering both threats and opportunities are managed through Transurban's Enterprise Risk Management (ERM) Framework and are overseen by the Board of Directors via the Audit and Risk Committee. The ERM Framework is linked to our strategic objectives, covers corporate-wide risks and risks associated with both the operation of individual road assets and our project delivery activities. To address the impacts of climate change we consider risks associated with the low-carbon transition and the physical impacts of climate change. After completing a business-wide review of our climate change approach, we have enhanced our climate change strategy with a new Climate Change Framework. The Framework has been developed to respond to six high-level climate-related risk themes and support ongoing reporting and management in accordance with TCFD recommendations. We have science-based targets and actions in place across our entire value chain to reduce greenhouse gas (GHG) emissions and align us with a net-zero economy by 2050.

Use of scenario analysis

☒ Yes

50%

^

Scenarios used

☒ Transition scenarios

50%

^

☒ IEA SDS

25%

<input checked="" type="checkbox"/> IEA B2DS	25%	<div><div></div></div>
<input checked="" type="checkbox"/> IEA NZE2050	12%	<div><div></div></div>
<input type="checkbox"/> IPR FPS	0%	<div><div></div></div>
<input type="checkbox"/> NGFS Current Policies	0%	<div><div></div></div>
<input type="checkbox"/> NGFS Nationally determined contributions	0%	<div><div></div></div>
<input type="checkbox"/> NGFS Immediate 2C scenario with CDR	0%	<div><div></div></div>
<input type="checkbox"/> NGFS Immediate 2C scenario with limited CDR	0%	<div><div></div></div>
<input type="checkbox"/> NGFS Immediate 1.5C scenario with CDR	0%	<div><div></div></div>
<input type="checkbox"/> NGFS Delayed 2C scenario with limited CDR	0%	<div><div></div></div>
<input type="checkbox"/> NGFS Delayed 2C scenario with CDR	0%	<div><div></div></div>
<input type="checkbox"/> NGFS Immediate 1.5C scenario with limited CDR	0%	<div><div></div></div>
<input checked="" type="checkbox"/> SBTi	25%	<div><div></div></div>
<input type="checkbox"/> TPI	0%	<div><div></div></div>
<input type="checkbox"/> Other	12%	<div><div></div></div>
<input checked="" type="checkbox"/> Physical scenarios	38%	<div><div></div></div> ^
<input checked="" type="checkbox"/> RCP2.6	25%	<div><div></div></div>
<input checked="" type="checkbox"/> RCP4.5	38%	<div><div></div></div>
<input type="checkbox"/> RCP6.0	12%	<div><div></div></div>
<input checked="" type="checkbox"/> RCP8.5	38%	<div><div></div></div>
<input type="checkbox"/> Other	12%	<div><div></div></div>
<input type="radio"/> No	0%	<div><div></div></div>

No

50%

Additional context

Transurban uses three main scenarios in its climate risk modelling, which are informed by several external guidelines from the IPCC and IEA: “1.5°C future”, “2°C future”, “4°C future”. The scenarios align with accepted IPCC Representative Concentration Pathways (RCP) 2.6, 4.5, and 8.5 respectively. Transurban’s scenarios are customised further to provide us with additional context for what may happen in areas of government policy and society in reaction to those physical RCP scenarios. Transurban’s own climate targets are set in accordance with our company commitments: • SBTi-validated target for Scope 1, 2 and 3 emissions by 2030 • SBTi-endorsed “Business Ambition for 1.5°C” pledge to align with limiting global climate change to 1.5°C • Target to achieve Net Zero emissions by 2050 Information on our resilience, Climate Change Framework, and scenario analysis are available in our FY20 Climate Change Disclosures page 3-17 (p5-19 of pdf file): <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=5>

RM4.1 Not Scored

Transition risk identification

Yes

88%

Processes for prioritizing transition risks: Climate-related risks covering both threats and opportunities are managed through Transurban’s Enterprise Risk Management (ERM) Framework. Transition risks and physical risks are both managed together within the ERM Framework, which includes a process with 8 key components to identify and manage any risk. A summary of how this process is specifically applied to climate risk is shown below and also publicly reported in Transurban’s FY20 Climate Change Disclosures, page 10 “CLIMATE CHANGE RISK MANAGEMENT PROCESS” (<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=12>): 1) Risk appetite—Confirm the boundaries: Review climate change framework and supporting risk guidelines. 2) Plan—Set the context: Engage a multi-disciplinary team and summarise relevant data and trends (considering multiple climate-change scenarios). 3) Identify—What are the risks: Identify relevant short, medium and long-term risks covering both the physical and transition impacts (where relevant). 4) Assess—Analyse and evaluate: 4a) Complete an initial assessment to estimate the likelihood, impacts, consequence and risk rating including existing controls. 4b) Undertake further assessments to measure possible climate impacts (qualitative or quantitative). 4c) Aim to identify the financial and non-financial impacts of the risks. 5) Manage—Address the risks: Consider the timing of each risk and develop a set of actions and controls (e.g. further studies, updates to systems and process, adaptation actions). 6) Monitor / Review—Validate and Improve: Review and update risks on an ongoing basis. 7) Communicate—Share the risks: Engage with stakeholders and support regular reporting. 8) Audit and assurance—Test and confirm: 8a) Use scenario analysis to test sensitivity and resilience of controls under future climate conditions. 8b) Test that our controls are operating correctly. 8c) Complete an annual review of strategic and operational climate-related risks to ensure alignment.

[PARTIALLY ACCEPTED]

Elements covered

Policy and legal

75%

Any risks identified

Yes

75%

Risks are

Increasing price of GHG emissions

38%

Enhancing emissions-reporting obligations

25%

☒ Mandates on and regulation of existing products and services

50%

☒ Exposure to litigation

38%

☐ Other

0%

☐ No

0%

☒ Technology

75%

^

Any risks identified

☒ Yes

62%

^

Risks are

☒ Substitution of existing products and services with lower emissions options

50%

☒ Unsuccessful investment in new technologies

25%

☒ Costs to transition to lower emissions technology

50%

☐ Other

0%

☐ No

12%

☒ Market

62%

^

Any risks identified

☒ Yes

62%

^

Risks are

☒ Changing customer behavior

50%

☒ Uncertainty in market signals

25%

☒ Increased cost of raw materials

50%

☐ Other

12%


☐ No

0%

☒ Reputation75%  ^**Any risks identified**☒ Yes50%  ^**Risks are**☒ Shifts in consumer preferences25% ☒ Stigmatization of sector38% ☒ Increased stakeholder concern or negative stakeholder feedback50% ☐ Other0% ☐ No25% **Applicable evidence**

Evidence provided (but not shared with investors)

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=13><https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=14><https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=14><https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=15>☐ No12% **Provide additional context for the answer provided (not validated, for reporting purposes only)**

 Supporting information and attachments provided for this section include: • ERM Framework: Transurban's Enterprise Risk Management Framework, which governs all risk management, including climate risk. • FY20 Climate Change Disclosure: public reporting of Transurban's Climate Change Framework, as well as details of our six key "climate risk themes". These include transition and physical risk identification and impact assessment. • Transurban Active Risk Manager (ARM) excerpt: example of the ongoing risk management system used to monitor and review individual climate risks. This includes a larger number of risks than the six high level "climate risk themes" above. • "Transurban climate risk - financial impact mapping": An example of the sub-categories of financial impact considered by Transurban when mapping climate risk including Revenue, Expenses, Assets and Liabilities, and Capital. Multiple links are provided to the same documents if specific pages reference different types of risks and impacts.

RM4.2 Not Scored**Transition risk impact assessment**

Yes

88%

^

Integration of transition risk identification, assessment, and management into the entity’s overall risk management: Climate-related risks covering both threats and opportunities are managed through Transurban’s Enterprise Risk Management (ERM) Framework. Climate and environmental risk is specifically acknowledged as a risk category in the ERM Framework alongside other risk categories such as Commercial, Compliance, Finance, People, Safety, and Stakeholder risk. Transition risks and physical risks are both managed together within the ERM Framework. Within the ERM framework, Transurban has also developed a specific Climate Change Framework, which defines six key climate risk themes and matches them against priority areas for Transurban to address to manage those risks. Beneath these six high-level risk themes, specific individual climate risks are monitored on an ongoing basis within Transurban’s “Active Risk Manager” program which tracks Transurban risk and compliance measures. Ongoing monitoring of climate risk includes regular review of risk rating, risk controls, risk owners, and response strategy. Climate-related risks are overseen by the Board of Directors via the Audit and Risk Committee. The Audit and Risk Committee is updated quarterly on any material climate change risks. In addition the Committee is updated at least twice per year on specific climate-related risks, emerging themes and progress against our Climate Change Framework, including regular updates on climate-related issues through standard business and operational risk reporting. Responsibility for addressing climate-related risks sits with all areas of the business, however the strategic response and overall direction is managed between the Sustainability and Risk leadership teams and relevant members of the Executive Committee. A cross-discipline internal governance group provides additional oversight of climate-related initiatives, management priorities and annual reporting. Detailed public reporting on our Climate Change Framework and key risks is made in year in Transurban’s Corporate Report, as a Climate Change Disclosure appendix.

[ACCEPTED]

Elements covered

Policy and legal

75%

^

Any material impacts to the entity

Yes

62%

^

Impacts are

Increased operating costs

62%

Write-offs, asset impairment and early retirement of existing assets due to policy changes

12%

Increased costs and/or reduced demand for products and services resulting from fines and judgments

12%

Other

0%

No

12%

Technology

88%

^

Any material impacts to the entity

Yes

62%

^

Impacts are

Write-offs and early retirement of existing assets

25%

Reduced demand for products and services

25%

https://portal.gresb.com/r/20518

40/112

☒ Research and development (R&D) expenditures in new and alternative technologies

25%

☒ Capital investments in technology development

38%

☒ Costs to adopt/deploy new practices and processes

50%

☐ Other

0%

☐ No

25%

☒ Market

62%

^

Any material impacts to the entity

☒ Yes

38%

^

Impacts are

☒ Reduced demand for goods and services due to shift in consumer preferences

25%

☒ Increased production costs due to changing input prices and output requirements

25%

☒ Abrupt and unexpected shifts in energy costs

12%

☒ Change in revenue mix and sources, resulting in decreased revenues

12%

☒ Re-pricing of assets

12%

☐ Other

12%

☐ No

25%

☒ Reputation

62%

^

Any material impacts to the entity

☒ Yes

12%

^

Impacts are

☒ Reduced revenue from decreased demand for goods/services

12%

☒ Reduced revenue from decreased production capacity

12%

☒ Reduced revenue from negative impacts on workforce management and planning

12%

☒ Reduction in capital availability

12%

☐ Other

0%

☐ No

50%

Applicable evidence

Evidence provided (but not shared with investors)

- <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=13>
- <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=14>
- <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=14>
- <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=15>
- <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=10>

☐ No

12%

Additional context

Supporting information and attachments provided for this section include: • ERM Framework: Transurban’s Enterprise Risk Management Framework, which governs all risk management, including climate risk. • FY20 Climate Change Disclosure: public reporting of Transurban’s Climate Change Framework, as well as details of our six key “climate risk themes”. These include transition and physical risk identification and impact assessment. • Transurban Active Risk Manager (ARM) excerpt: example of the ongoing risk management system used to monitor and review individual climate risks. This includes a larger number of risks than the six high level “climate risk themes” above. • “Transurban climate risk - financial impact mapping”: An example of the sub-categories of financial impact considered by Transurban when mapping climate risk including Revenue, Expenses, Assets and Liabilities, and Capital. Multiple links are provided to the same documents if specific pages reference different types of risks and impacts.

RM4.3 Not Scored

Physical risk identification

☒ Yes
88%  ^

Physical risks prioritization process: Climate-related risks covering both threats and opportunities are managed through Transurban's Enterprise Risk Management (ERM) Framework. Transition risks and physical risks are both managed together within the ERM Framework, which includes a process with 8 key components to identify and manage any risk. A summary of how this process is specifically applied to climate risk is shown below and also publicly reported in Transurban's FY20 Climate Change Disclosures, page 10 "CLIMATE CHANGE RISK MANAGEMENT PROCESS" (<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=12>): 1) Risk appetite—Confirm the boundaries: Review climate change framework and supporting risk guidelines. 2) Plan—Set the context: Engage a multi-disciplinary team and summarise relevant data and trends (considering multiple climate-change scenarios). 3) Identify—What are the risks: Identify relevant short, medium and long-term risks covering both the physical and transition impacts (where relevant). 4) Assess—Analyse and evaluate: 4a) Complete an initial assessment to estimate the likelihood, impacts, consequence and risk rating including existing controls. 4b) Undertake further assessments to measure possible climate impacts (qualitative or quantitative). 4c) Aim to identify the financial and non-financial impacts of the risks. 5) Manage—Address the risks: Consider the timing of each risk and develop a set of actions and controls (e.g. further studies, updates to systems and process, adaptation actions). 6) Monitor / Review—Validate and Improve: Review and update risks on an ongoing basis. 7) Communicate—Share the risks: Engage with stakeholders and support regular reporting. 8) Audit and assurance—Test and confirm: 8a) Use scenario analysis to test sensitivity and resilience of controls under future climate conditions. 8b) Test that our controls are operating correctly. 8c) Complete an annual review of strategic and operational climate-related risks to ensure alignment.

[ACCEPTED]

Elements covered

☒ Acute hazards
75%  ^

Any acute hazards identified

☒ Yes
50%  ^

Factors are

☒ Extratropical storm
12% 
☒ Flash flood
38% 
☒ Hail
25% 
☒ River flood
38% 
☒ Storm surge
38% 
☒ Tropical cyclone
12% 
☐ Other
12% 
☐ No
25% 
☒ Chronic stressors
75%  ^

Any chronic stressors identified

☒ Yes
62%  ^

Factors are

<input checked="" type="checkbox"/> Drought stress	38%
<input checked="" type="checkbox"/> Fire weather stress	25%
<input checked="" type="checkbox"/> Heat stress	50%
<input checked="" type="checkbox"/> Precipitation stress	50%
<input checked="" type="checkbox"/> Rising mean temperatures	25%
<input checked="" type="checkbox"/> Rising sea levels	25%
<input type="checkbox"/> Other	0%

☐ No 12%

Applicable evidence

Evidence provided (but not shared with investors)

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=13>

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=14>

☐ No 12%

Additional context

Supporting information and attachments provided for this section include: • ERM Framework: Transurban's Enterprise Risk Management Framework, which governs all risk management, including climate risk. • FY20 Climate Change Disclosure: public reporting of Transurban's Climate Change Framework, as well as details of our six key "climate risk themes". These include transition and physical risk identification and impact assessment. • Transurban Active Risk Manager (ARM) excerpt: example of the ongoing risk management system used to monitor and review individual climate risks. This includes a larger number of risks than the six high level "climate risk themes" above. • "Transurban climate risk - financial impact mapping": An example of the sub-categories of financial impact considered by Transurban when mapping climate risk including Revenue, Expenses, Assets and Liabilities, and Capital. Multiple links are provided to the same documents if specific pages reference different types of risks and impacts.

RM4.4 Not Scored

Physical risk impact assessment

☒ Yes
62%  ^


Integration of physical risk identification, assessment, and management into the entity's overall risk management: Climate-related risks covering both threats and opportunities are managed through Transurban's Enterprise Risk Management (ERM) Framework. Climate and environmental risk is specifically acknowledged as a risk category in the ERM Framework alongside other risk categories such as Commercial, Compliance, Finance, People, Safety, and Stakeholder risk. Transition risks and physical risks are both managed together within the ERM Framework. Within the ERM framework, Transurban has also developed a specific Climate Change Framework, which defines six key climate risk themes and matches them against priority areas for Transurban to address to manage those risks. Beneath these six high-level risk themes, specific individual climate risks are monitored on an ongoing basis within Transurban's "Active Risk Manager" program which tracks Transurban risk and compliance measures. Ongoing monitoring of climate risk includes regular review of risk rating, risk controls, risk owners, and response strategy. Climate-related risks are overseen by the Board of Directors via the Audit and Risk Committee. The Audit and Risk Committee is updated quarterly on any material climate change risks. In addition the Committee is updated at least twice per year on specific climate-related risks, emerging themes and progress against our Climate Change Framework, including regular updates on climate-related issues through standard business and operational risk reporting. Responsibility for addressing climate-related risks sits with all areas of the business, however the strategic response and overall direction is managed between the Sustainability and Risk leadership teams and relevant members of the Executive Committee. A cross-discipline internal governance group provides additional oversight of climate-related initiatives, management priorities and annual reporting. Detailed public reporting on our Climate Change Framework and key risks is made in year in Transurban's Corporate Report, as a Climate Change Disclosure appendix.

[ACCEPTED]

Elements covered

☒ Direct impacts
62%  ^

Any material impacts to the entity

☒ Yes
38%  ^



Impacts are

☒ Increased capital costs
38% 
☐ Other
12% 
☐ No
25% 
☒ Indirect impacts
50%  ^

Any material impacts to the entity

☒ Yes
38%  ^

Impacts are

☒ Increased insurance premiums and potential for reduced availability of insurance on assets in "high-risk" locations 25% 
☒ Increased operating costs 38% 
☒ Reduced revenue and higher costs from negative impacts on workforce 12% 
☒ Reduced revenue from decreased production capacity 12% 

<input checked="" type="checkbox"/> Reduced revenues from lower sales/output	12% <div><div></div></div>
<input checked="" type="checkbox"/> Write-offs and early retirement of existing assets	12% <div><div></div></div>
<input type="checkbox"/> Other	0% <div><div></div></div>
<input type="radio"/> No	12% <div><div></div></div>

Applicable evidence

Evidence provided (but not shared with investors)

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=13>

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=14>

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=10>

<input type="radio"/> No	38% <div><div></div></div>
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Additional context

Supporting information and attachments provided for this section include: • ERM Framework: Transurban's Enterprise Risk Management Framework, which governs all risk management, including climate risk. • FY20 Climate Change Disclosure: public reporting of Transurban's Climate Change Framework, as well as details of our six key "climate risk themes". These include transition and physical risk identification and impact assessment. • Transurban Active Risk Manager (ARM) excerpt: example of the ongoing risk management system used to monitor and review individual climate risks. This includes a larger number of risks than the six high level "climate risk themes" above. • "Transurban climate risk - financial impact mapping": An example of the sub-categories of financial impact considered by Transurban when mapping climate risk including Revenue, Expenses, Assets and Liabilities, and Capital. Multiple links are provided to the same documents if specific pages reference different types of risks and impacts.

ESG Monitoring

RM5.1 Points: 1.44/1.44

Monitoring of environmental performance

<input checked="" type="radio"/> Yes	100% <div><div></div></div> ^
--------------------------------------	-------------------------------

Environmental issues included


<input checked="" type="checkbox"/> Air pollution	75% <div><div></div></div>
<input checked="" type="checkbox"/> Biodiversity and habitat	88% <div><div></div></div>
<input checked="" type="checkbox"/> Contaminated land	50% <div><div></div></div>
<input checked="" type="checkbox"/> Energy	100% <div><div></div></div>

<input checked="" type="checkbox"/> Greenhouse gas emissions	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Hazardous substances	62%	<div><div></div></div>
<input checked="" type="checkbox"/> Light pollution	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Material sourcing and resource efficiency	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Noise pollution	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Physical risk	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Waste	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Water outflows/discharges	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Water inflows/withdrawals	62%	<div><div></div></div>
<input checked="" type="checkbox"/> Other	25%	<div><div></div></div>
Heritage protection	[ACCEPTED]	

☐ No

0%

Additional context

 Transurban monitors all issues listed above and also provides public reporting on the majority. One example of a broad range of environmental monitoring is in our FY20 Corporate Report and FY20 Sustainability Supplement detailed environmental data tables: <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=35> Although evidence is not requested or able to be uploaded to this section, it has been provided for each issue by Transurban in the document "Transurban - GRESB 2021 evidence cover page - Policies, Risks, Monitoring" attached to the Policy and Risk Assessment sections of the survey. There is some overlap in our policies, risk assessments and monitoring/reporting and so this evidence was prepared together.

RM5.2 Points: 1.44/1.44

Monitoring of social performance

☒ Yes

100%

^

Social issues included


<input checked="" type="checkbox"/> Child labor	25%	<div><div></div></div>
<input checked="" type="checkbox"/> Community development	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Customer satisfaction	88%	<div><div></div></div>

<input checked="" type="checkbox"/> Employee engagement	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Forced or compulsory labor	25%	<div><div></div></div>
<input checked="" type="checkbox"/> Freedom of association	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: community	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: contractors	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: employees	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: supply chain	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Health and safety: users	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Inclusion and diversity	62%	<div><div></div></div>
<input checked="" type="checkbox"/> Labor standards and working conditions	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Local employment	62%	<div><div></div></div>
<input checked="" type="checkbox"/> Social enterprise partnering	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Stakeholder relations	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Other	12%	<div><div></div></div>
Modern slavery	[DUPLICATE]	

☐ No

0%

Additional context

 Transurban monitors all issues listed above and also provides public reporting on the majority. One example of a broad range of social monitoring is in our FY20 Corporate Report, which reports on our monitoring and interactions with our six key stakeholder groups (Customers, Community, Our people, Government and industry, Business partners and suppliers, investors). See "Working with our stakeholders" section for example: <https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=18> Although evidence is not requested or able to be uploaded to this section, it has been provided for each issue by Transurban in the document "Transurban - GRESB 2021 evidence cover page - Policies, Risks, Monitoring" attached to the Policy and Risk Assessment sections of the survey. There is some overlap in our policies, risk assessments and monitoring/reporting and so this evidence was prepared together.

RM5.3 Points: 1.44/1.44

Monitoring of governance performance

☒ Yes

100% ^

Governance issues included

<input checked="" type="checkbox"/> Audit committee structure/independence	75% <div><div></div></div>
<input checked="" type="checkbox"/> Board composition	75% <div><div></div></div>
<input checked="" type="checkbox"/> Board ESG oversight	62% <div><div></div></div>
<input checked="" type="checkbox"/> Bribery and corruption	88% <div><div></div></div>
<input checked="" type="checkbox"/> Compensation committee structure/independence	50% <div><div></div></div>
<input checked="" type="checkbox"/> Conflicts of interest	100% <div><div></div></div>
<input checked="" type="checkbox"/> Cybersecurity	88% <div><div></div></div>
<input checked="" type="checkbox"/> Data protection and privacy	100% <div><div></div></div>
<input checked="" type="checkbox"/> Delegating authority	88% <div><div></div></div>
<input checked="" type="checkbox"/> Executive compensation	62% <div><div></div></div>
<input checked="" type="checkbox"/> Fraud	100% <div><div></div></div>
<input checked="" type="checkbox"/> Independence of board chair	38% <div><div></div></div>
<input checked="" type="checkbox"/> Lobbying activities	75% <div><div></div></div>
<input checked="" type="checkbox"/> Political contributions	75% <div><div></div></div>
<input checked="" type="checkbox"/> Shareholder rights	62% <div><div></div></div>
<input checked="" type="checkbox"/> Whistleblower protection	88% <div><div></div></div>
<input checked="" type="checkbox"/> Other issues	12% <div><div></div></div>
Corporate tax profile	[ACCEPTED]

☐ No

0%

Additional context

Transurban monitors all issues listed above and also provides public reporting on the majority. One example of a broad range of governance monitoring is in our Corporate Governance Statement: https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Corporate_Governance_Statement.pdf Although evidence is not requested or able to be uploaded to this section, it has been provided for each issue by Transurban in the document "Transurban - GRESB 2021 evidence cover page - Policies, Risks, Monitoring" attached to the Policy and Risk Assessment sections of the survey. There is some overlap in our policies, risk assessments and monitoring/reporting and so this evidence was prepared together.

Stakeholder Engagement

SE1 Points: 2.84/2.84

Stakeholder engagement program

☒ Yes

100%

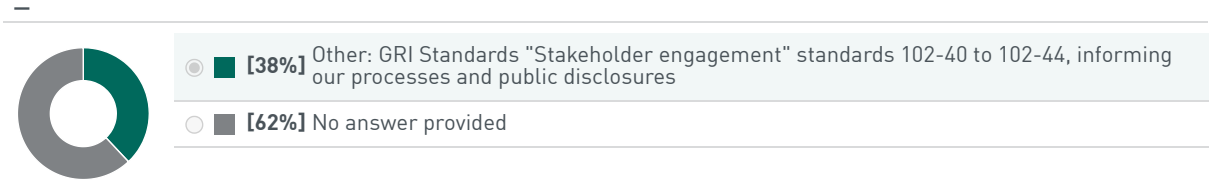
Elements included

<input checked="" type="checkbox"/> Identification of stakeholders and impacted groups	62%	
<input checked="" type="checkbox"/> Planning and preparation for engagement	100%	
<input checked="" type="checkbox"/> Development of action plan	62%	
<input checked="" type="checkbox"/> Implementation of engagement plan	88%	
<input checked="" type="checkbox"/> Program review and evaluation	75%	
<input checked="" type="checkbox"/> Feedback sessions with senior management team	62%	
<input checked="" type="checkbox"/> Feedback sessions with separate teams/departments	50%	
<input checked="" type="checkbox"/> Focus groups	62%	
<input checked="" type="checkbox"/> Training	88%	
<input type="checkbox"/> Other	12%	


Alignment with third-party standards


☒ Yes

38%



☐ No62% **Stakeholders included**☒ Clients/customers88% ☒ Community/public88% ☒ Contractors88% ☒ Investors/shareholders100% ☒ Regulators/government88% ☒ Special interest groups75% ☐ Other12% ☐ No0% **Additional context**

 Transurban's Stakeholder Engagement Policy, Stakeholder Engagement Framework and Toolkit form our corporate-level stakeholder engagement approach, and are supported by more specific region, asset, project and stakeholder-based stakeholder engagement plans and implementation processes. Transurban's Stakeholder Engagement Toolkit, which relates primarily to community and external stakeholders, can be seen online (Page 2 provides a table of contents for a quick overview): <https://online.flippingbook.com/view/257136/2/> Our stakeholder engagement approach, and our transparency and disclosure of stakeholder outcomes, is informed by external frameworks including GRI Standards. See p16-17 (p18-19 of pdf file) of Transurban's FY20 Corporate Report, section "Working with our stakeholders", which provides a list of stakeholder groups identified (six key categories being "CUSTOMERS, COMMUNITY, OUR PEOPLE, GOVERNMENT AND INDUSTRY, BUSINESS PARTNERS AND SUPPLIERS, and INVESTORS") as well as our approach to engagement with each in FY20 (see "How we engaged", "Key topics we heard", and "How we responded"). Refer to: <https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=18> We disclose each year how our business activities and reporting aligns with GRI standards. See page 45 (p47 of pdf file) "GLOBAL REPORTING INITIATIVE (GRI) ANNOTATED INDEX": <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=47>

SE2 Points: 1.44/1.44**Supply chain engagement program**☒ Yes100% **Elements of supply chain engagement program**☒ Developing or applying ESG policies75% ☒ Planning and preparation for engagement50% ☒ Development of action plan38% 

<input checked="" type="checkbox"/> Due diligence process	25%	<div><div></div></div>
<input checked="" type="checkbox"/> Implementation of engagement plan	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Training	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Program review and evaluation	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Feedback sessions with stakeholders	62%	<div><div></div></div>

Issues covered by procurement processes

<input checked="" type="checkbox"/> Bribery and corruption	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Business ethics	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Child labor	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Environmental process standards	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Environmental product standards	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Forced or compulsory labor	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Human rights	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Human health-based product standards	75%	<div><div></div></div>
<input checked="" type="checkbox"/> Occupational health and safety	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Labor standards and working conditions	88%	<div><div></div></div>
<input type="checkbox"/> Other	12%	<div><div></div></div>

External parties to whom the requirements apply

<input checked="" type="checkbox"/> Contractors	100%	<div><div></div></div>
<input checked="" type="checkbox"/> Operators	62%	<div><div></div></div>
<input checked="" type="checkbox"/> Suppliers	88%	<div><div></div></div>
<input checked="" type="checkbox"/> Supply chain (beyond tier 1 suppliers and contractors)	62%	<div><div></div></div>


☐ Other

0%

☐ No

0%

Additional context

 Transurban's procurement strategy embeds sustainability/ESG processes at multiple levels through its Procurement Policy, Supplier Sustainability Code of Practice and Contractor Management Framework. Our Supplier Sustainability Code of Practice references the issues noted by GRESB above is available at: https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Supplier_Sustainability_Code_of_Practice.pdf Transurban releases an annual Modern Slavery Statement disclosing our risk assessment and mitigation process in place to identify and reduce the risk of modern slavery and other human rights issues in our extended supply chain. Transurban's FY20 Modern Slavery Statement is available online: <https://www.transurban.com/content/dam/investor-centre/06/FY20-Modern-Slavery-Statement.pdf#page=3> We provide a range of public information to current and potential suppliers online: <https://www.transurban.com/suppliers>

SE3.1 Points: 1.44/1.44

Stakeholder grievance process

☒ Yes

100% ^

Characteristics included

☒ Accessible and easy to understand

100%

☒ Anonymous

62%

☒ Dialogue-based

100%

☒ Equitable and rights compatible

75%

☒ Improvement based

100%

☒ Legitimate and safe

100%

☒ Predictable

62%

☒ Prohibitive against retaliation

88%

☒ Transparent

100%


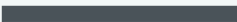








☐ Other

12%


Stakeholders included

☒ Clients/customers

100%


<input checked="" type="checkbox"/> Community/public	100% 
<input checked="" type="checkbox"/> Contractors	100% 
<input checked="" type="checkbox"/> Employees	100% 
<input checked="" type="checkbox"/> Investors/shareholders	100% 
<input checked="" type="checkbox"/> Regulators/government	100% 
<input checked="" type="checkbox"/> Special interest groups	75% 
<input checked="" type="checkbox"/> Suppliers	75% 
<input checked="" type="checkbox"/> Supply chain (beyond Tier 1 suppliers and contractors)	50% 
<input type="checkbox"/> Other	0% 
<input type="radio"/> No	0% 

Additional context

 Transurban has corporate-level stakeholders to our business as a whole, as well as local stakeholders on each asset. There is a dedicated hotline and email address for local stakeholders for each of our assets. If local stakeholder communication options are not available or not appropriate, stakeholders are able to contact the Transurban Group or particular Group level departments (Customer service, Company Secretary, Media, Investor Relations, Procurement) through these public contact details, and these grievances are directed to the appropriate department. Transurban provides a range of public contact details for these different corporate and customer/regional contacts at: <https://www.transurban.com/contact-us> In the event of serious grievances, Transurban also provides a publicly accessible, confidential whistleblower service available to employees, contractors, suppliers and the general public. Transurban's Whistleblower Policy (https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Whistleblower_Policy.pdf) and associated Whistleblower service (<https://www.transurban.com/corporate-governance/whistleblower-service>) provide a confidential reporting service available to employees, contractors, suppliers or the community. This service is available to report any serious grievances or breaches of our commitments as a business including the Code of Conduct, Ethical Business Practices Policy, Political Donations Policy, Procurement Policy, Supplier Sustainability Code of Practice, or other standards that we follow.


SE3.2 Not Scored


Stakeholder grievance monitoring

☒ Yes 62%  ^


Describe the grievances received during the reporting period


☐ Number of grievances communicated 50% 

☒ Summary of grievances 62%  ^

 "Number of grievances" are monitored for different stakeholder groups and feedback topics via different communication channels, so it is not meaningful to summarise multiple issues in one overall "grievances" figure above. A number of feedback and grievance processes are available for different stakeholder groups (community, customers, employees, investors etc.). These include a Whistleblower process for ethical business practices, customer complaints processes about tolling and service issues, and community grievances about infrastructure projects and operations.

☒ Summary of resolutions for grievances

50%  ^

 Examples of customer resolutions: complaints are referred to Transurban's internal Customer Resolutions group responsible for finding solutions to any problem a customer may face. In some circumstances Transurban has customer hardship and debt forgiveness programs in place to have fees and penalties waived. Refer to supporting evidence.






☐ No








38% 

Additional context

[Not provided]

Performance

	Aspect indicator	Score Max	Score Entity (p)	Score Benchmark (p)	Strengths & Opportunities
	Implementation				
IM1	Implementation of environmental actions			Not scored	
IM2	Implementation of social actions			Not scored	
IM3	Implementation of governance actions			Not scored	
	Output & Impact				
OI1	Reporting on output & impact			Not scored	
	Energy	3.17p 5.3%	3.17	2.78	43% of peers scored lower
EN1	Reporting on energy performance	3.17	3.17	2.78	43% of peers scored lower
	Greenhouse Gas Emissions	3.17p 5.3%	3.17	2.7	43% of peers scored lower
GH1	Reporting on greenhouse gas emissions	3.17	3.17	2.7	43% of peers scored lower
	Air Pollution	3.17p 5.3%	3.17	2.38	29% of peers scored lower

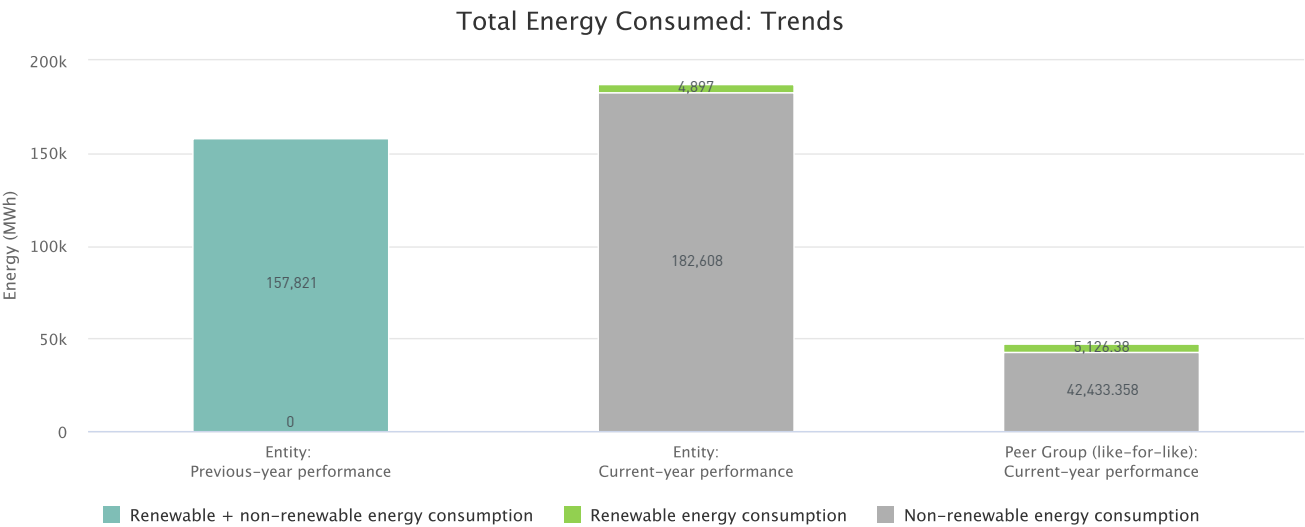
	Aspect indicator	Score Max	Score Entity (p)	Score Benchmark (p)	Strengths & Opportunities
AP1	Reporting on air pollution	3.17	3.17	2.38	29% of peers scored lower
	Water	6.35p 10.6%	3.81	2.54	29% of peers scored lower
WT1	Reporting on water inflows/withdrawals	3.17	1.9	2.62	86% of peers scored higher
WT2	Reporting on water outflows/discharges	3.17	1.9	1.11	57% of peers scored lower
	Waste	3.17p 5.3%	1.9	2.7	71% of peers scored higher
WS1	Reporting on waste generation and disposal	3.17	1.9	2.7	71% of peers scored higher
	Biodiversity & Habitat	3.17p 5.3%	1.9	2.45	43% of peers scored higher
BI1	Reporting on biodiversity and habitat	3.17	1.9	2.14	43% of peers scored higher
	Health & Safety	22.21p 37%	22.21	20.27	57% of peers scored lower
HS1	Reporting on health and safety performance: employees	6.35	6.35	6.03	14% of peers scored lower
HS2	Reporting on health and safety performance: contractors	6.35	6.35	4.92	43% of peers scored lower
HS3	Reporting on health and safety performance: users	6.35	6.35	6.03	14% of peers scored lower
HS4	Reporting on health and safety performance: community	3.17	3.17	3.17	0% of peers scored lower
	Employees	9.52p 15.9%	9.52	7.02	57% of peers scored lower
EM1	Reporting on employee engagement	3.17	3.17	2.09	86% of peers scored lower
EM2	Reporting on inclusion and diversity	6.35	6.35	4.36	43% of peers scored lower
	Customers	3.17p 5.3%	2.47	2.2	29% of peers scored higher
CU1	Customer satisfaction monitoring	3.17	2.47	1.67	57% of peers scored lower
	Certifications & Awards	2.88p 4.8%	2.88	0.36	100% of peers scored lower
CA1	Infrastructure certifications	2.88	2.88	0.36	100% of peers scored lower
CA2	Awards for ESG-related actions, performance, or achievements			Not scored	

Asset Impact

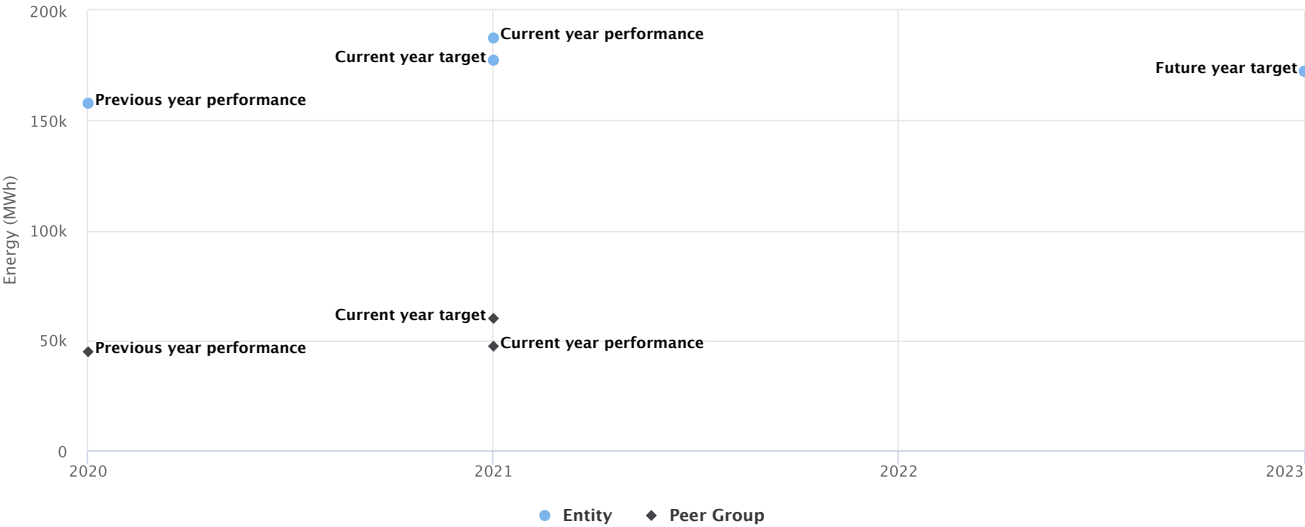
Energy

Energy consumed

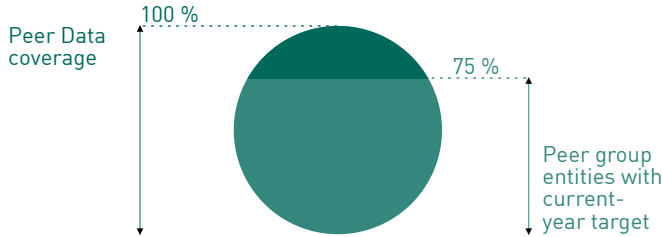
Absolute Performance and Targets



Total energy consumed: Peer Group

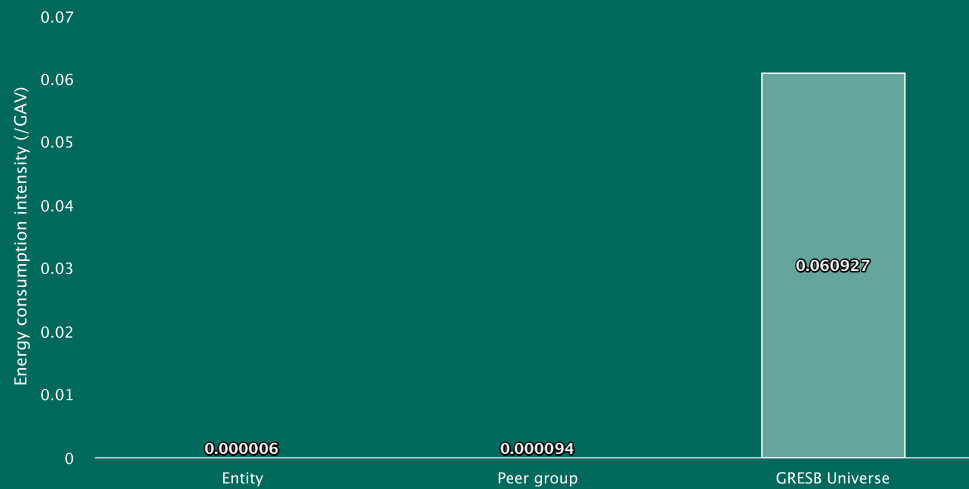


Peer Group Performance Targets



Intensity Performance

Intensity – Gross Asset Value

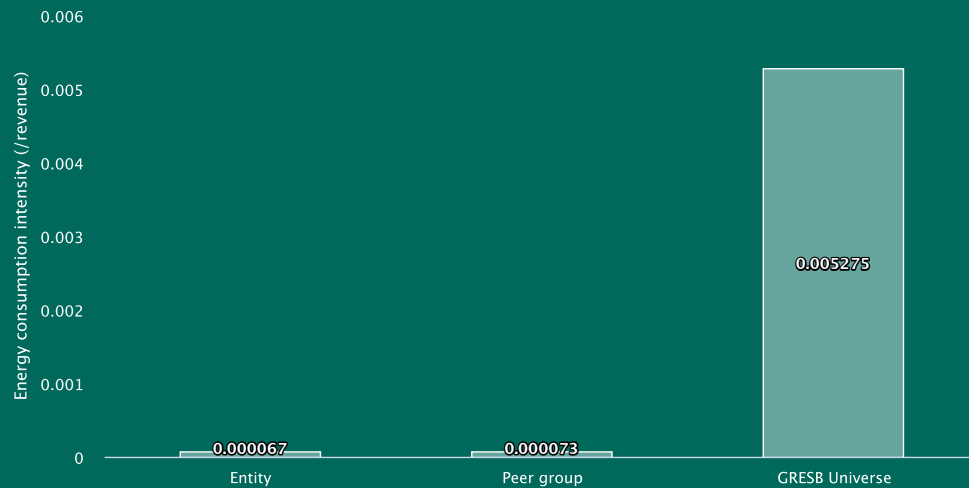


Energy consumed (MWh) / Gross Asset Value (US\$*)

The intensity is calculated by dividing the total energy consumed by the entity by the Gross Asset Value (GAV) as provided in the Entity & Reporting Characteristics.

*GAV has been converted to US dollars (\$) to allow for comparisons to the peer group and the wider GRESB universe.

Intensity – Revenue

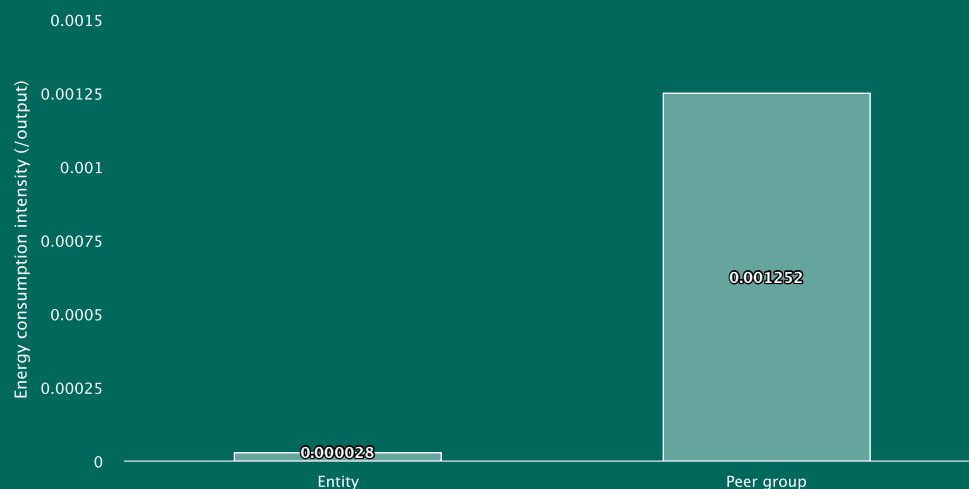


Energy consumed (MWh) / Revenue (US\$*)

The intensity is calculated by dividing the total energy consumed by the entity by revenue as provided in the Entity & Reporting Characteristics.

*Revenue has been converted to US dollars (\$) to allow for comparisons to the peer group and the wider GRESB universe.

Intensity – Output



Energy consumed (MWh) / Output Output metric: Energy generated

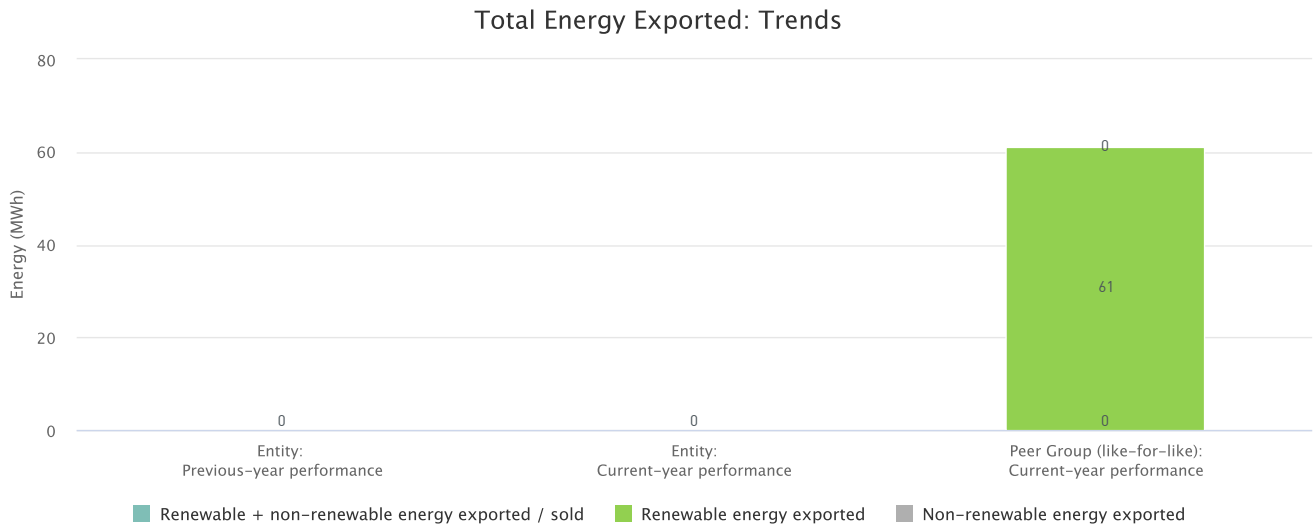
The intensity is calculated by dividing the total energy consumed by the entity by the output as provided in Output & Impact. The output metric is determined by the entity's sector.

*A comparison is made to the peer group only if all entities in the peer group share the same output metric.

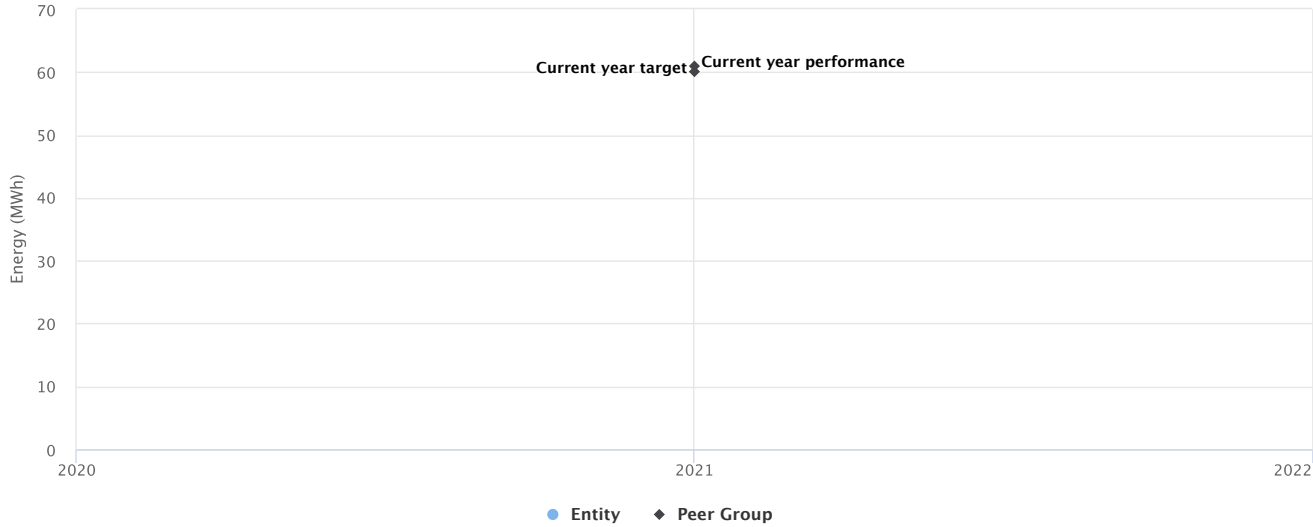
Energy

Energy exported

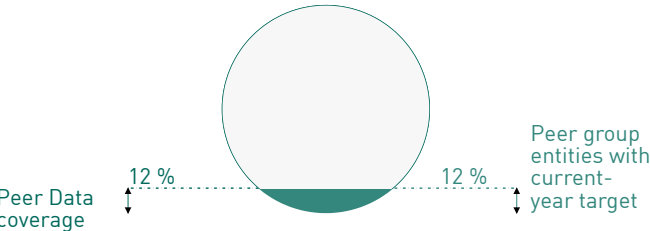
Absolute Performance and Targets



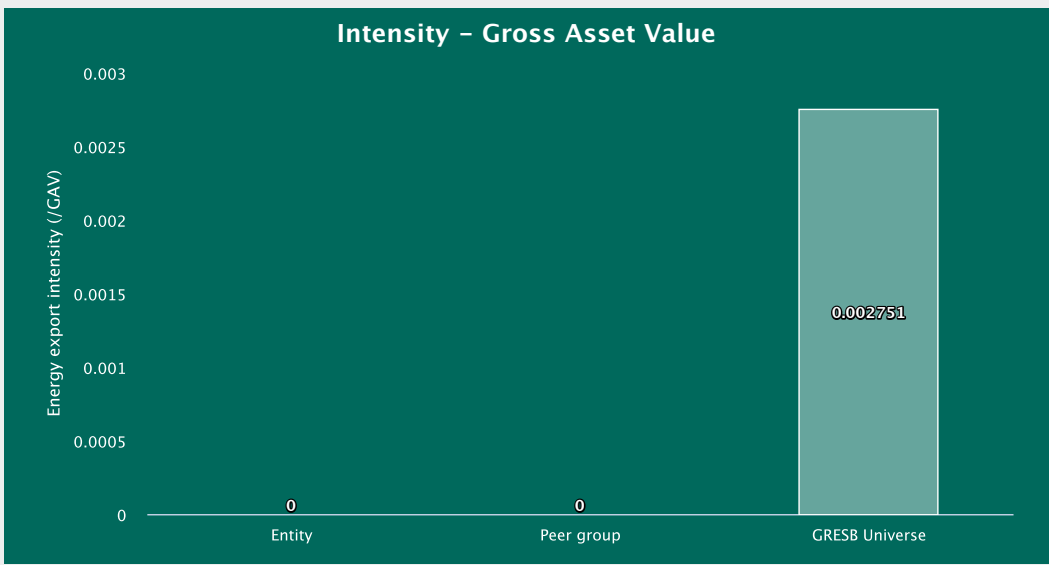
Total energy exported / sold



Peer Group Performance Targets



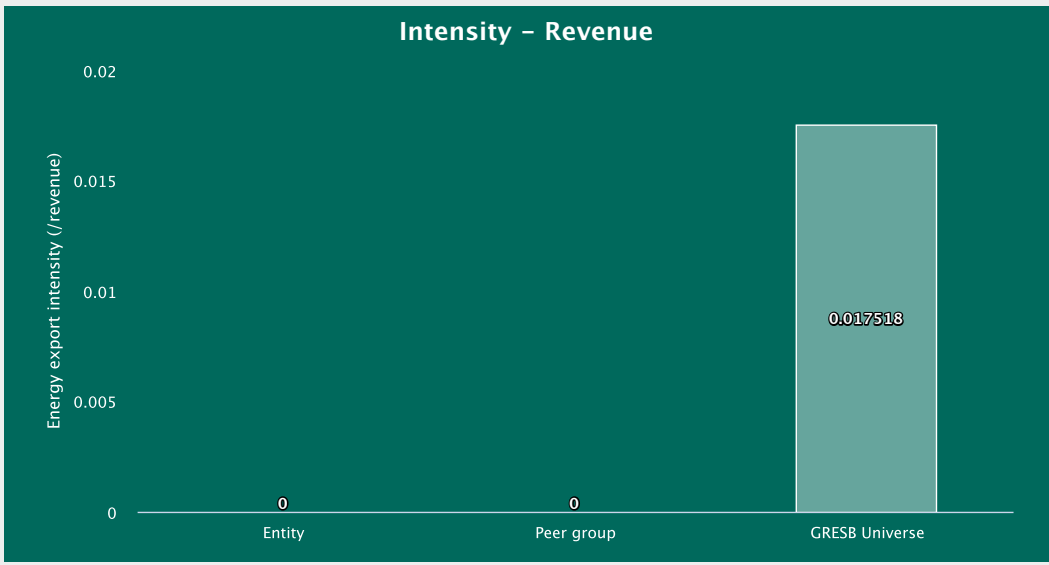
Intensity Performance



Energy exported (MWh) / Gross Asset Value (US\$*)

The intensity is calculated by dividing the total energy exported by the entity by the Gross Asset Value (GAV) as provided in the Entity & Reporting Characteristics.

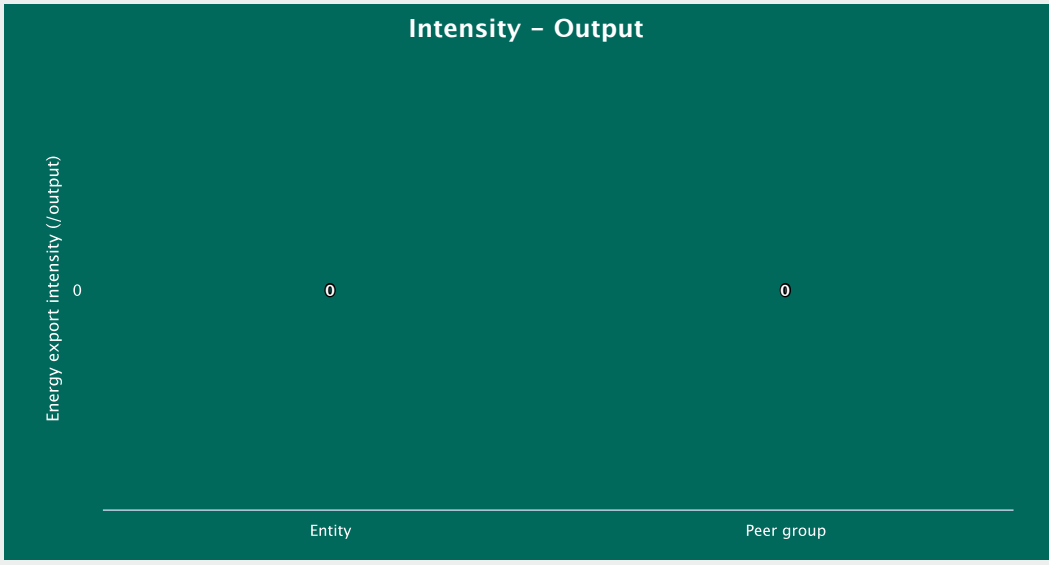
*GAV has been converted to US dollars (\$) to allow for comparisons to the peer group and the wider GRESB universe.



Energy exported (MWh) / Revenue (US\$*)

The intensity is calculated by dividing the total energy exported by the entity by revenue as provided in the Entity & Reporting Characteristics.

*Revenue has been converted to US dollars (\$) to allow for comparisons to the peer group and the wider GRESB universe.



Energy exported (MWh) / Output Output metric: Energy generated

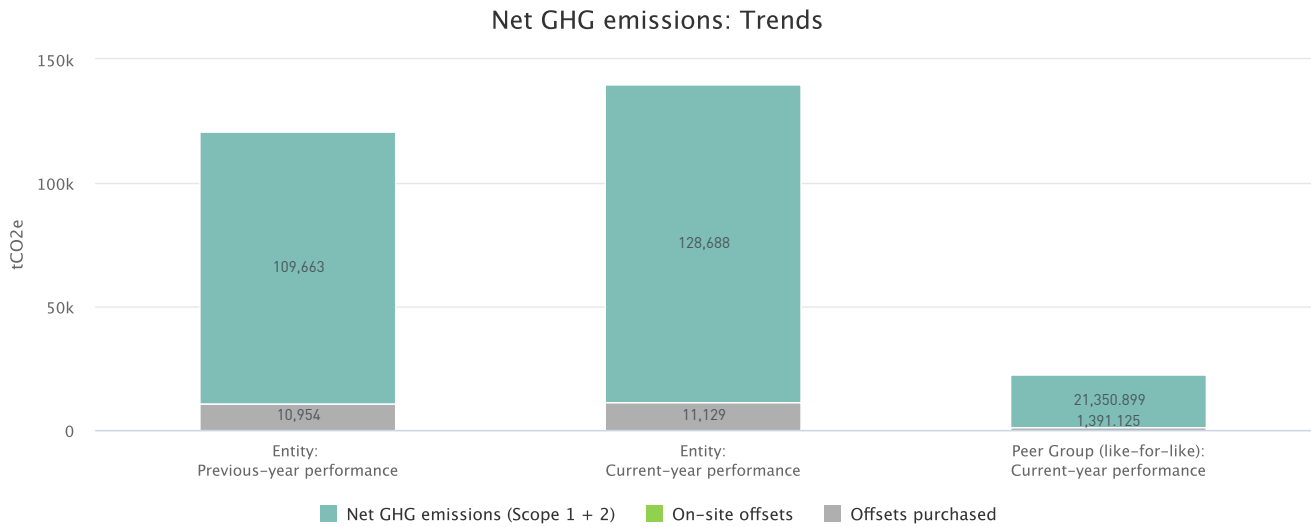
The intensity is calculated by dividing the total energy exported by the entity by the output as provided in Output & Impact. The output metric is determined by the entity's sector.

*A comparison is made to the peer group only if all entities in the peer group share the same output metric.

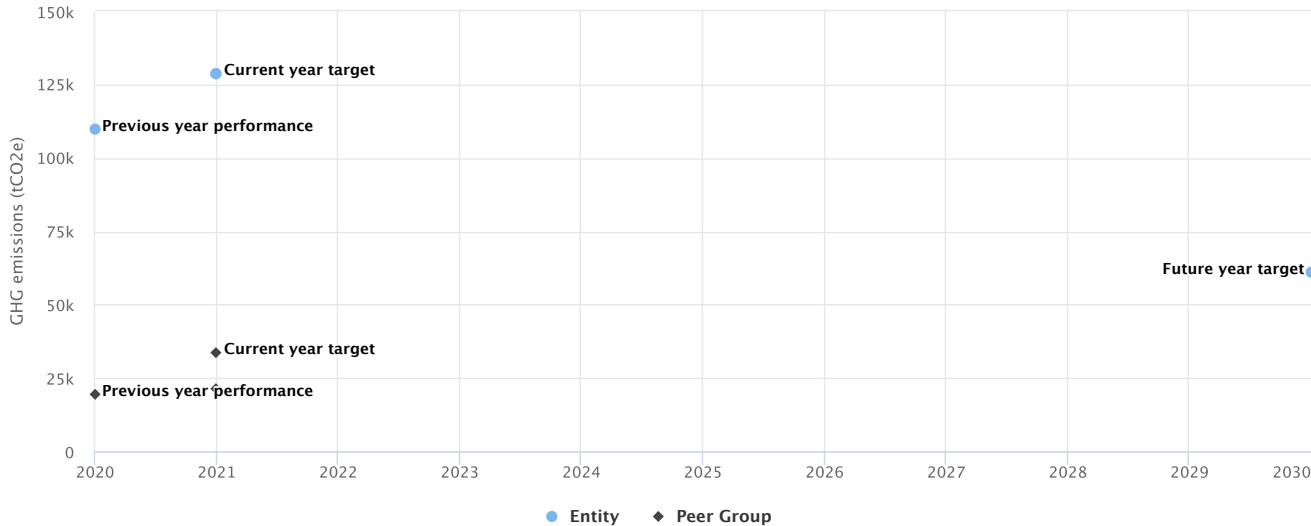
Greenhouse Gas Emissions

Net GHG emissions

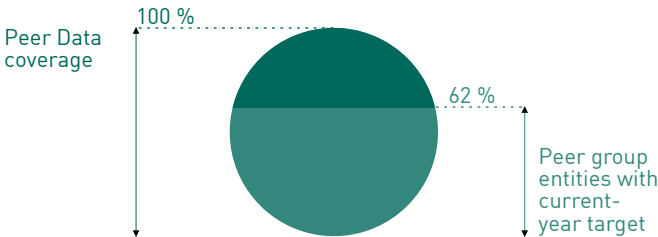
Absolute Performance and Targets



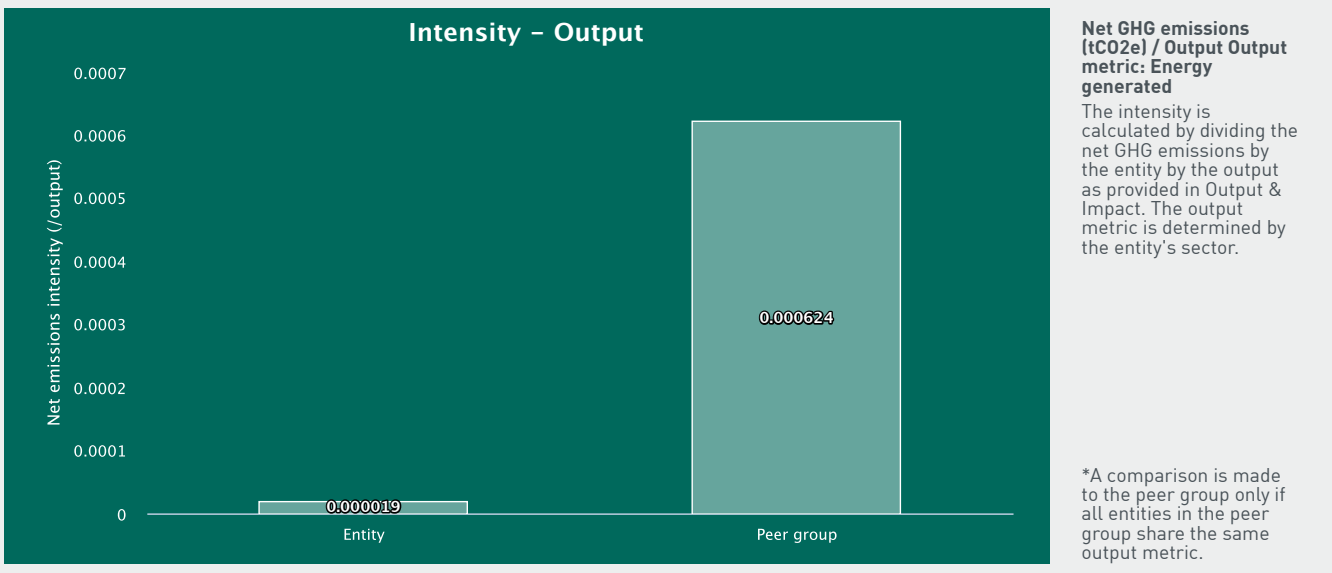
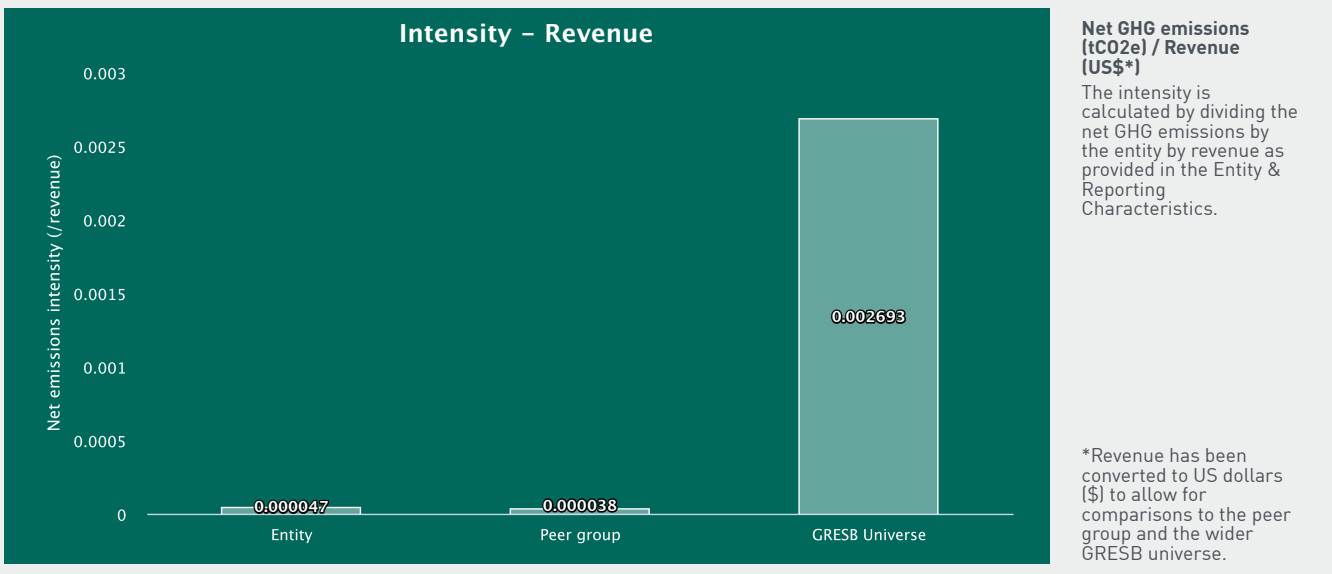
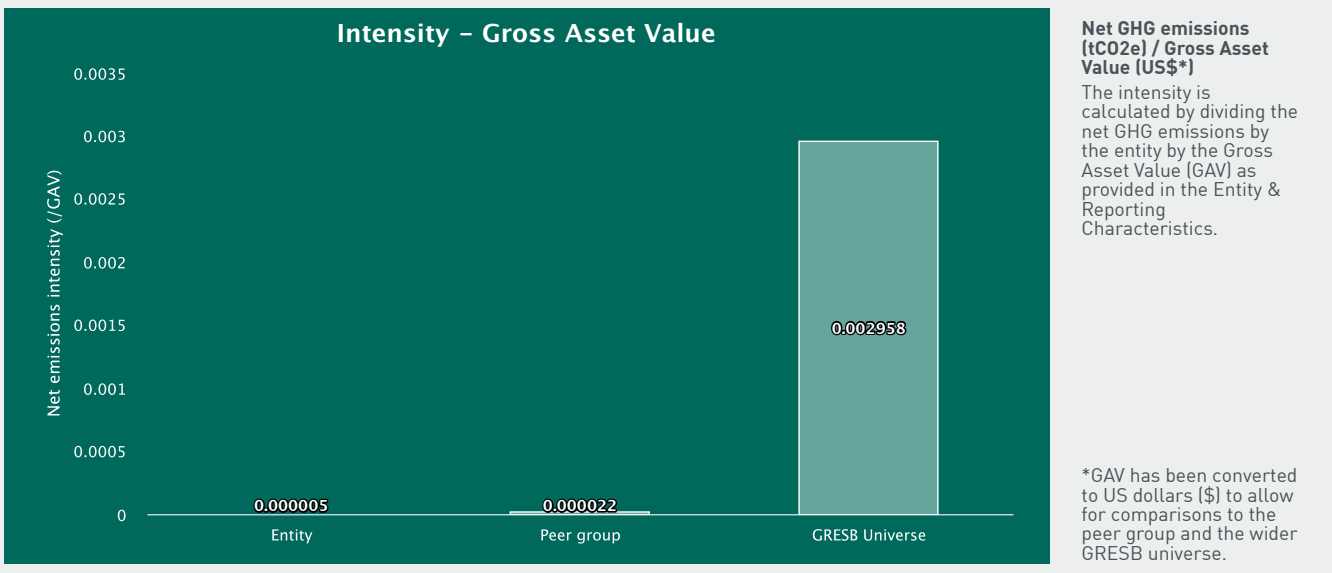
Net GHG emissions (Scope 1 + 2)



Peer Group Performance Targets



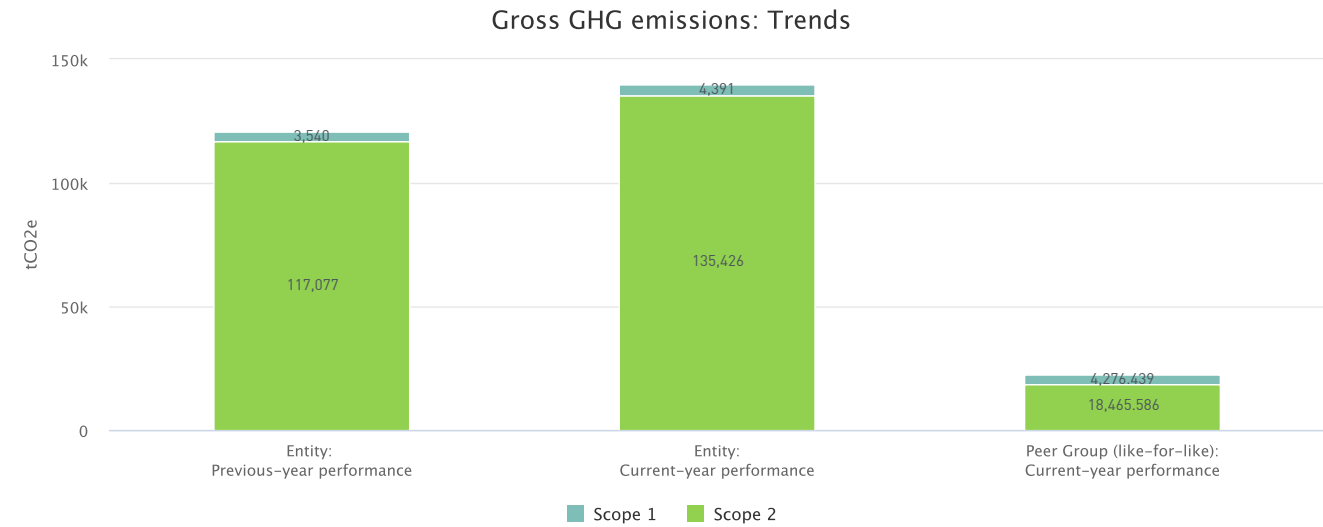
Intensity Performance



Greenhouse Gas Emissions

Gross GHG emissions (Scope 1 + 2)

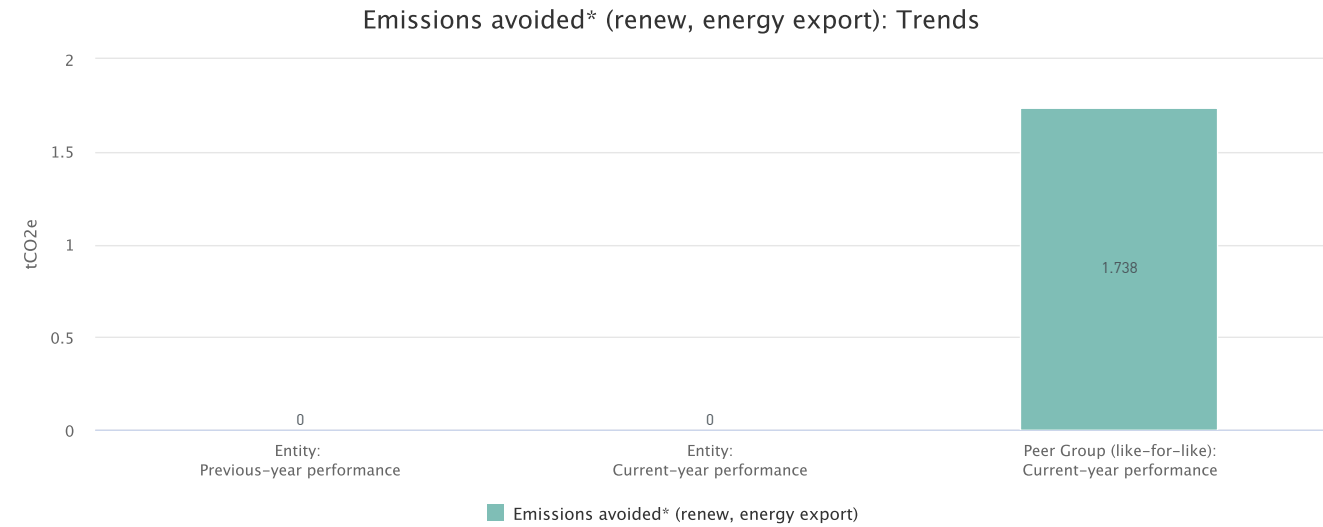
Absolute Performance and Targets



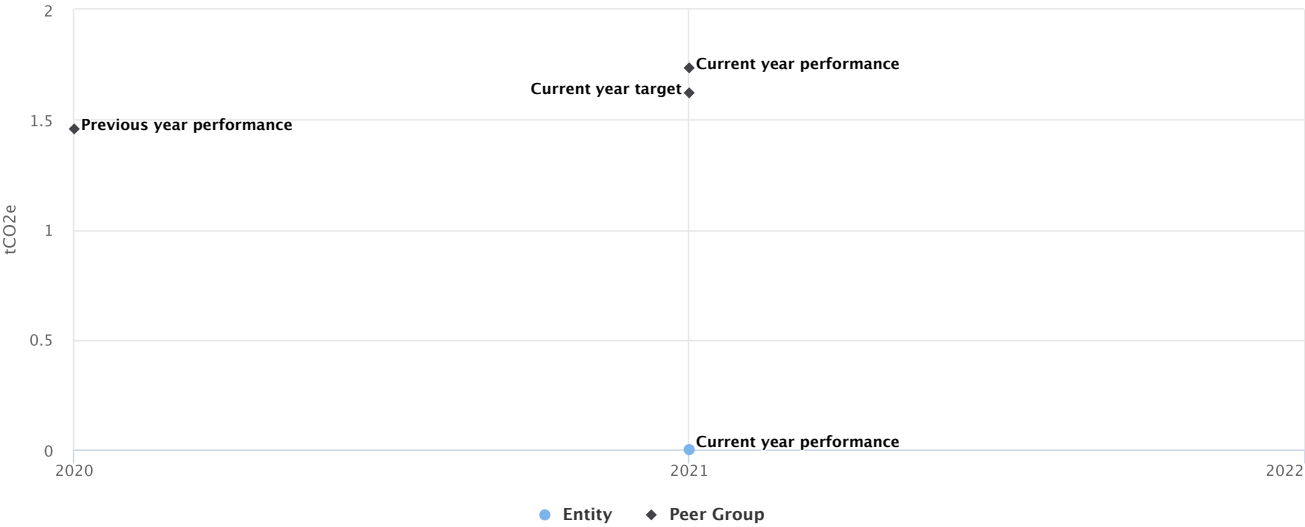
Greenhouse Gas Emissions

Emissions avoided* (renew, energy export)

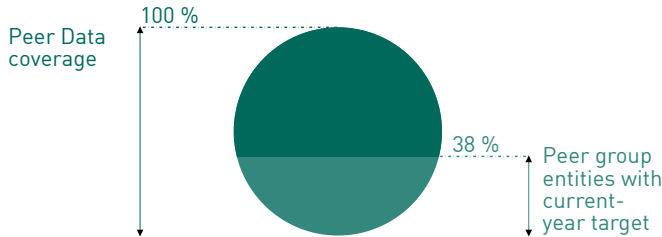
Absolute Performance and Targets



Emissions avoided* (renew, energy export)



Peer Group Performance Targets

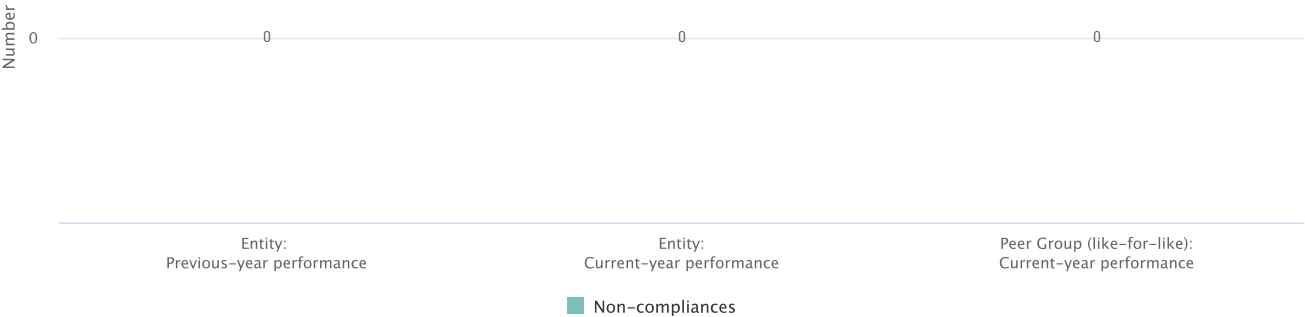


Air Pollution

Non-compliances

Absolute Performance and Targets

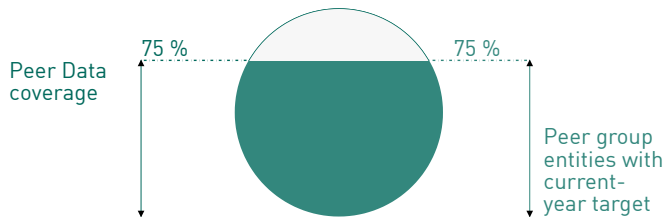
Non-compliances: Trends



Non-compliances



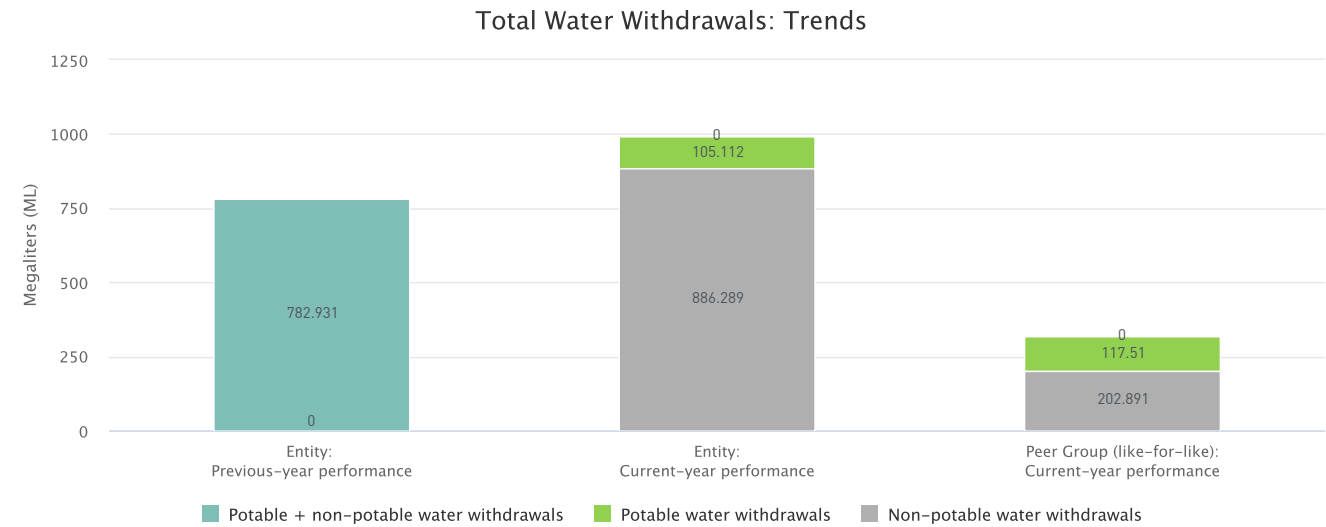
Peer Group Performance Targets



Water inflows/withdrawals

Water withdrawals

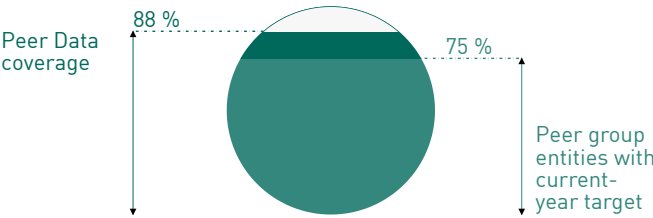
Absolute Performance and Targets



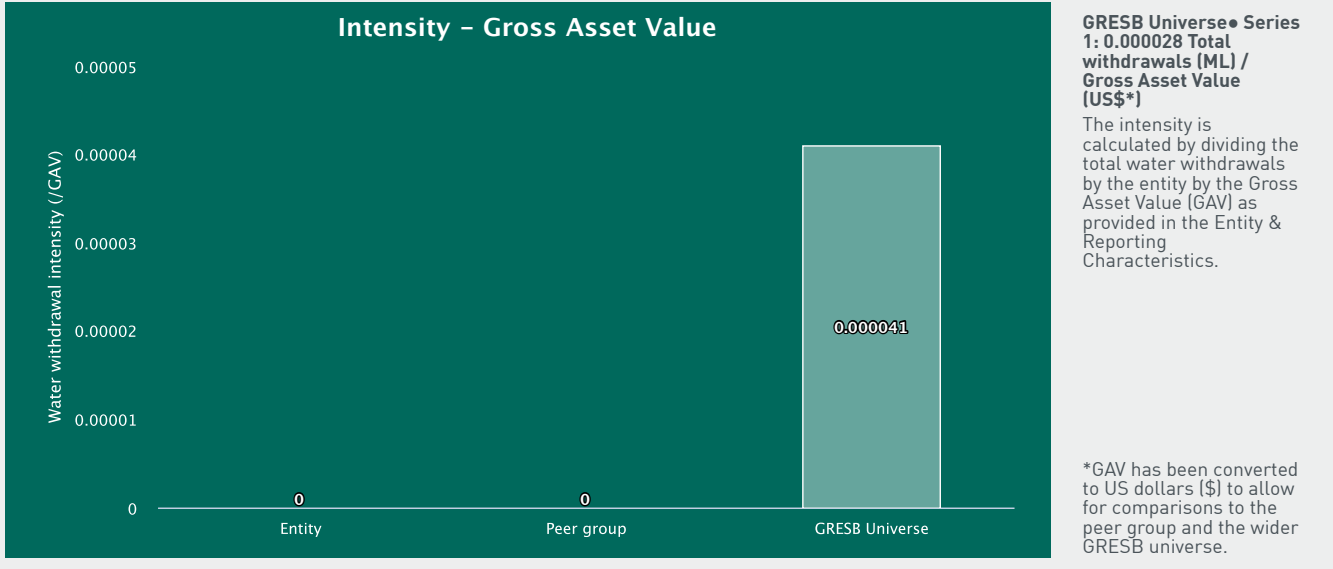
Total water withdrawals

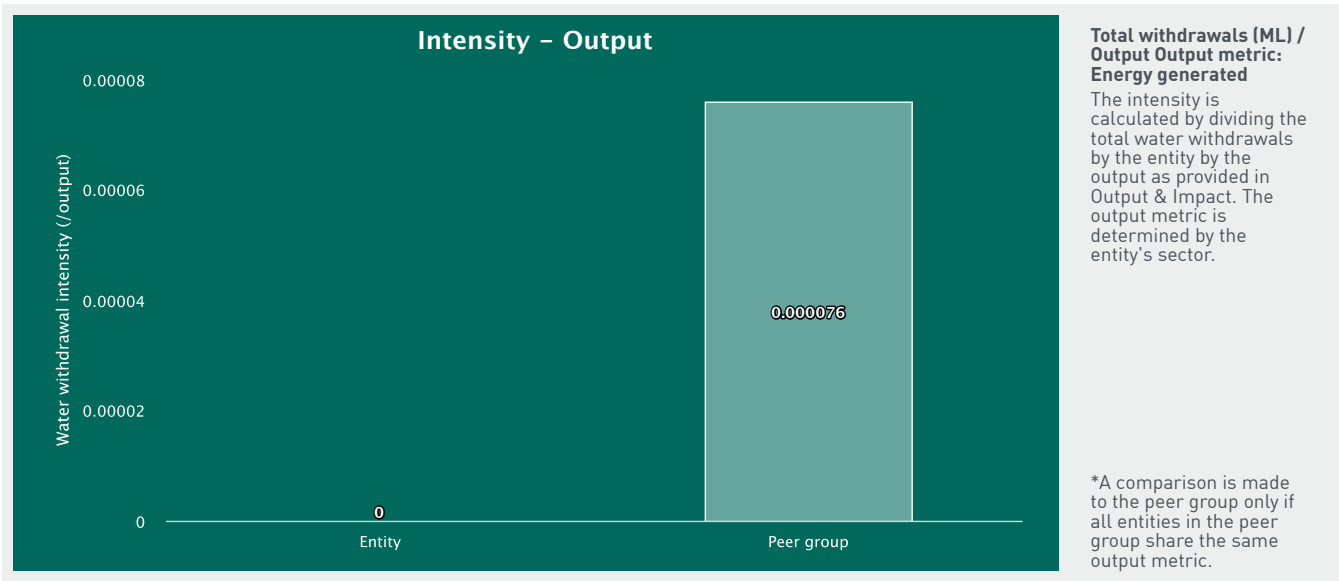
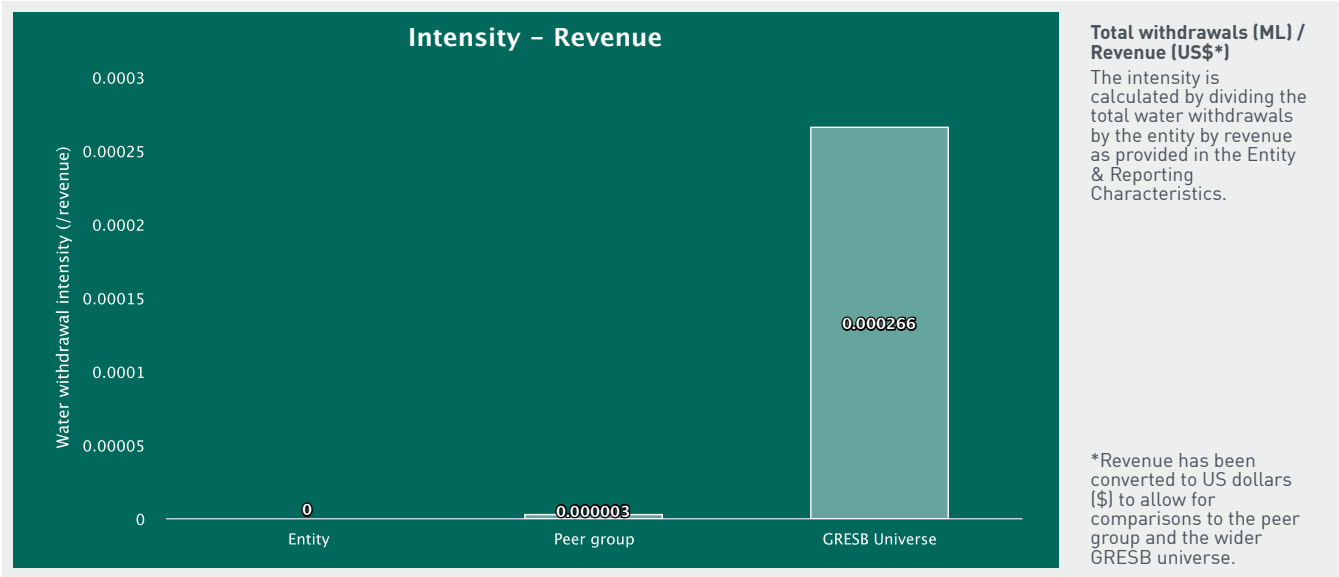


Peer Group Performance Targets



Intensity Performance

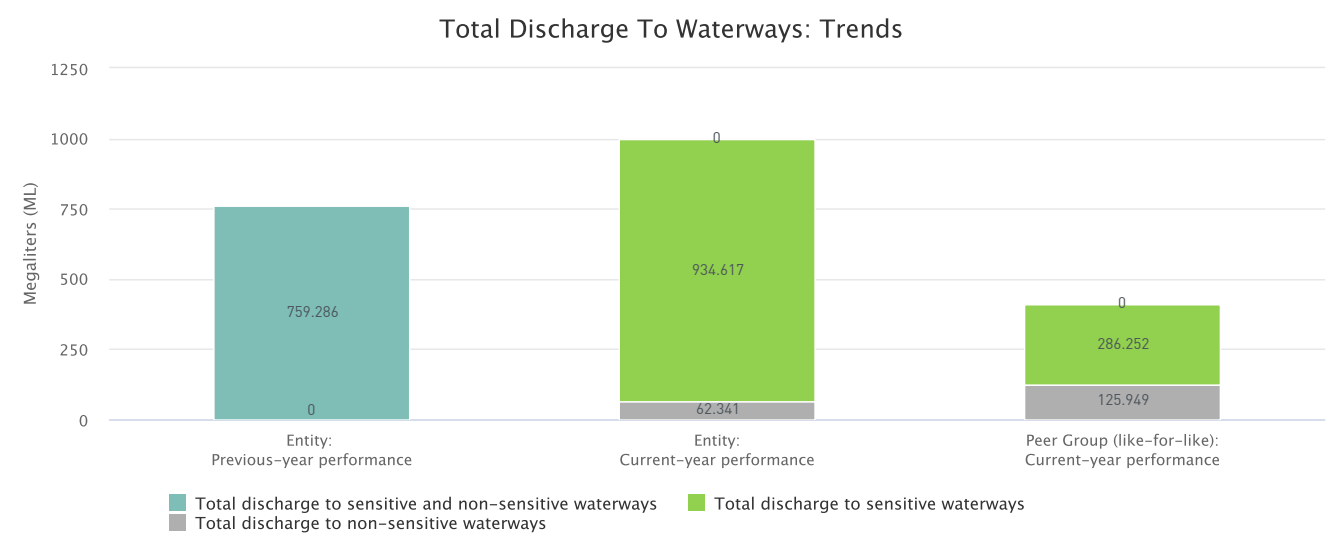




Water outflows/discharge

Total discharge to waterways

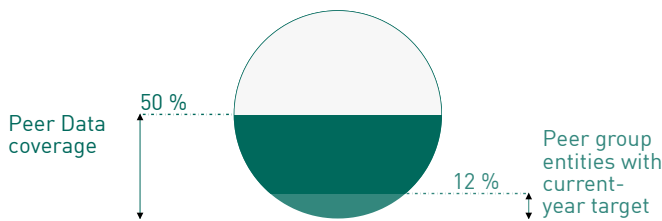
Absolute Performance and Targets



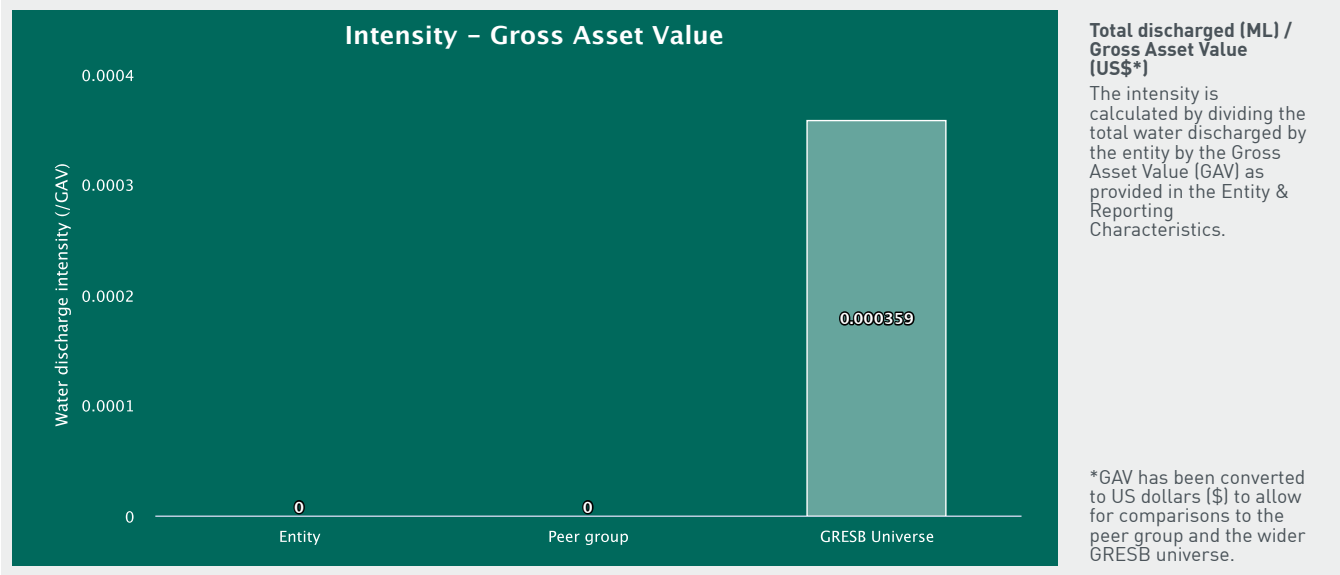
Total water discharged

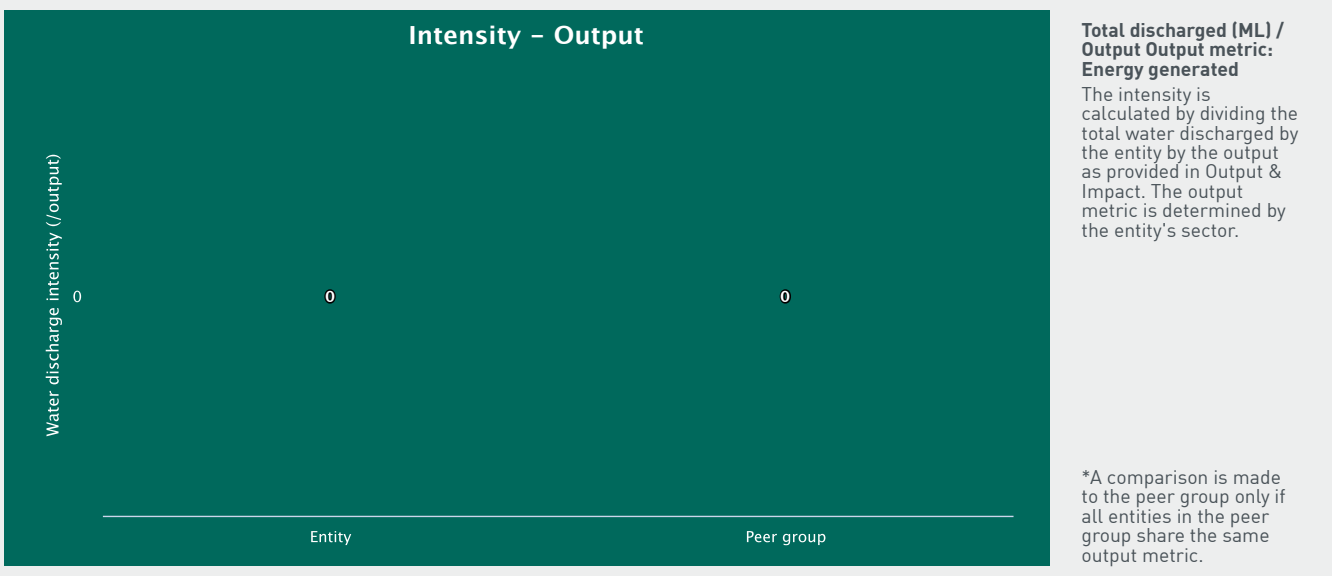
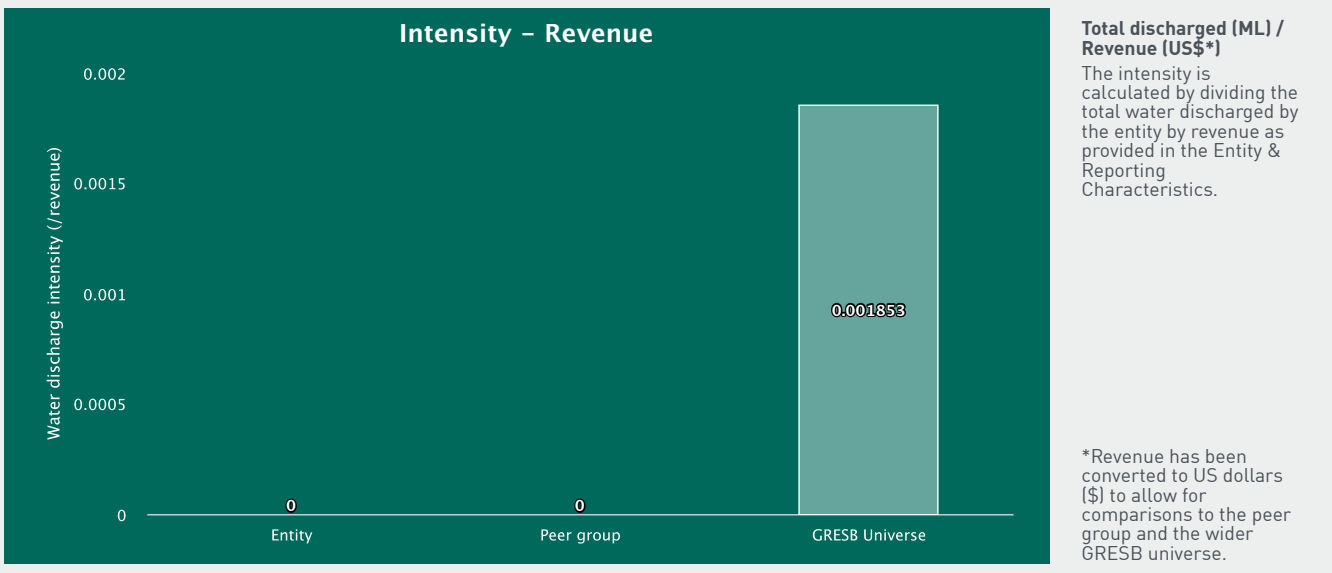


Peer Group Performance Targets



Intensity Performance

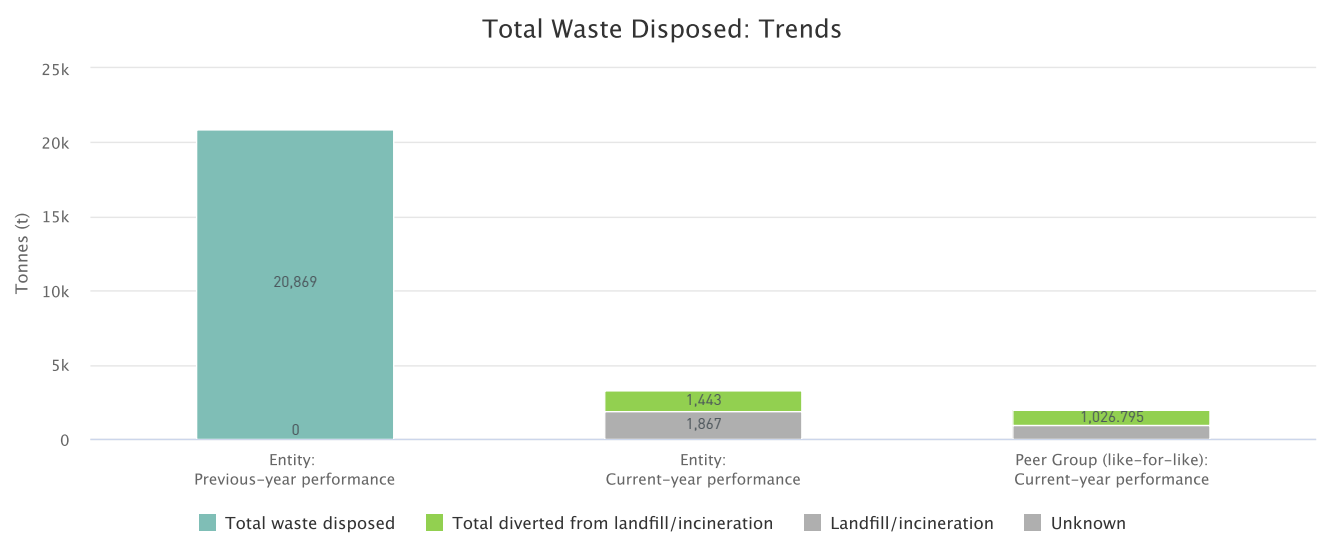




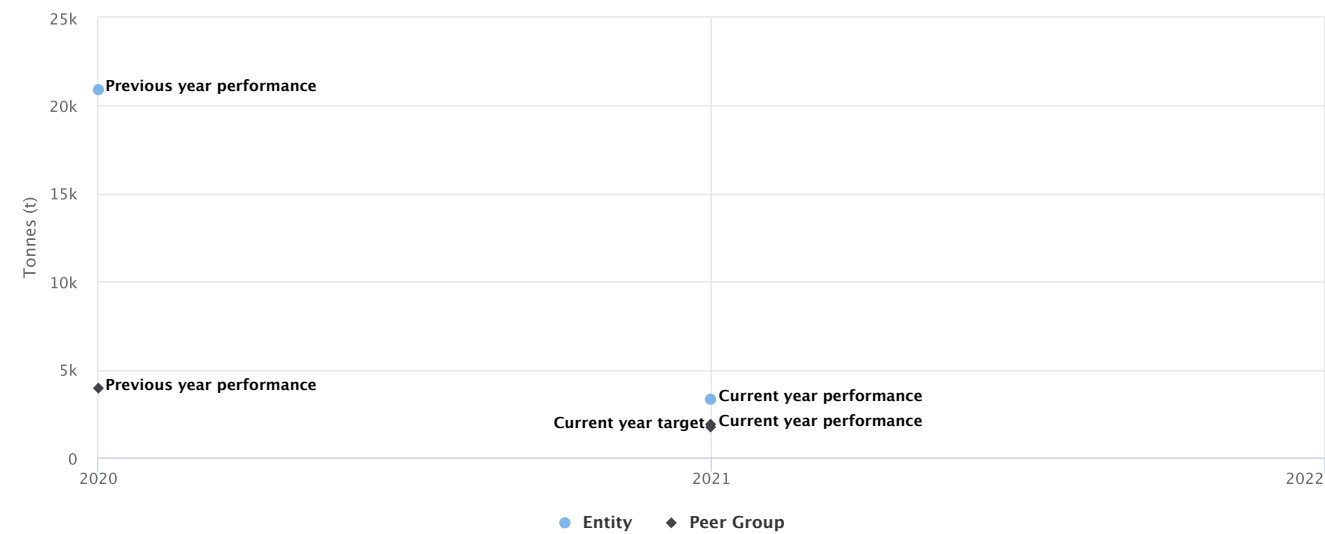
Waste

Total waste disposed

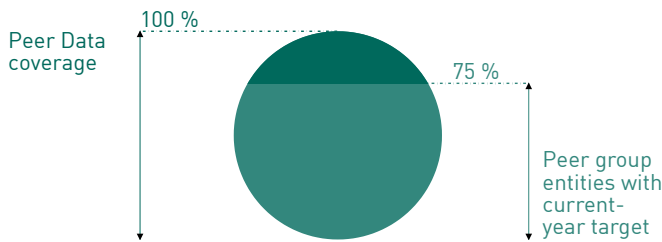
Absolute Performance and Targets



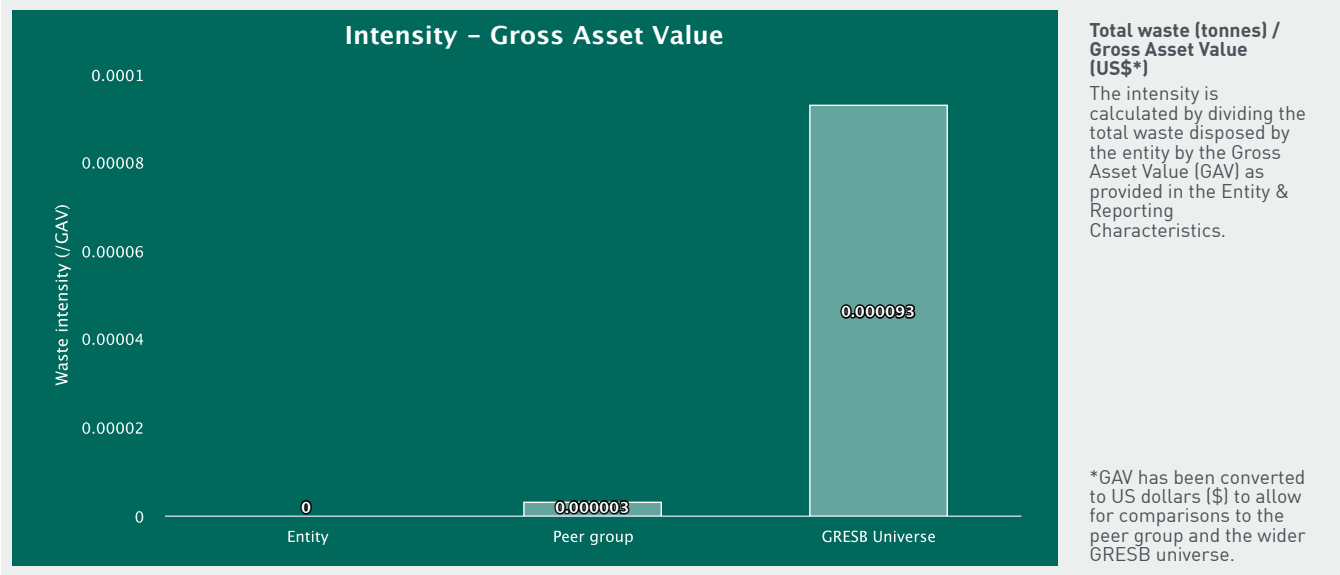
Total waste disposed

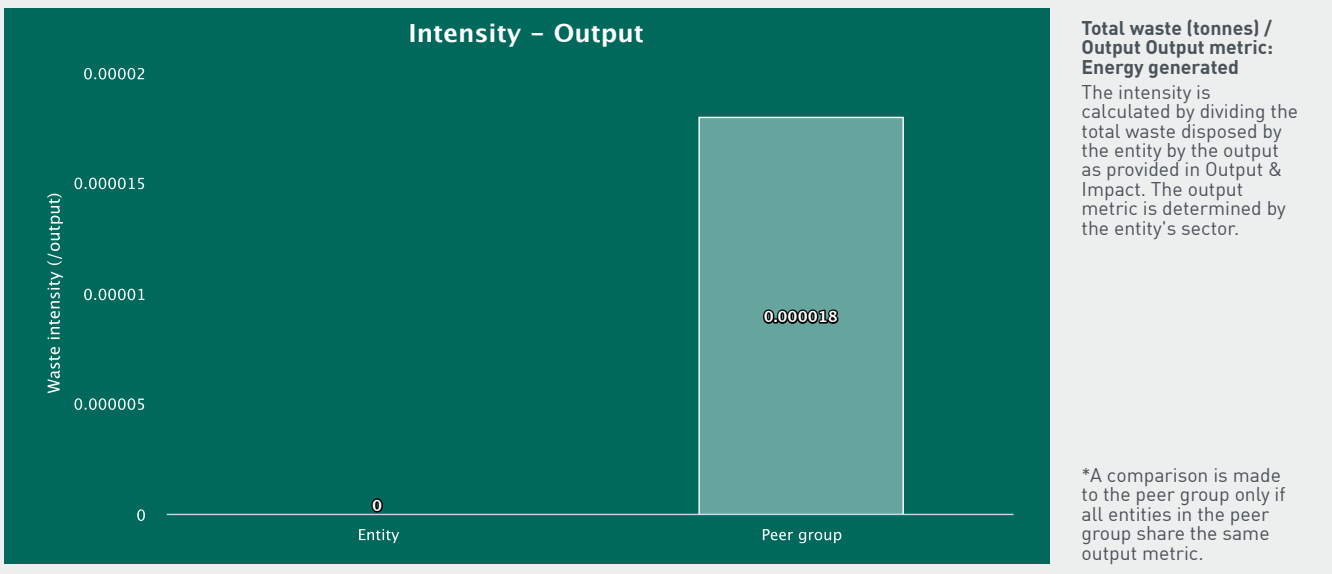
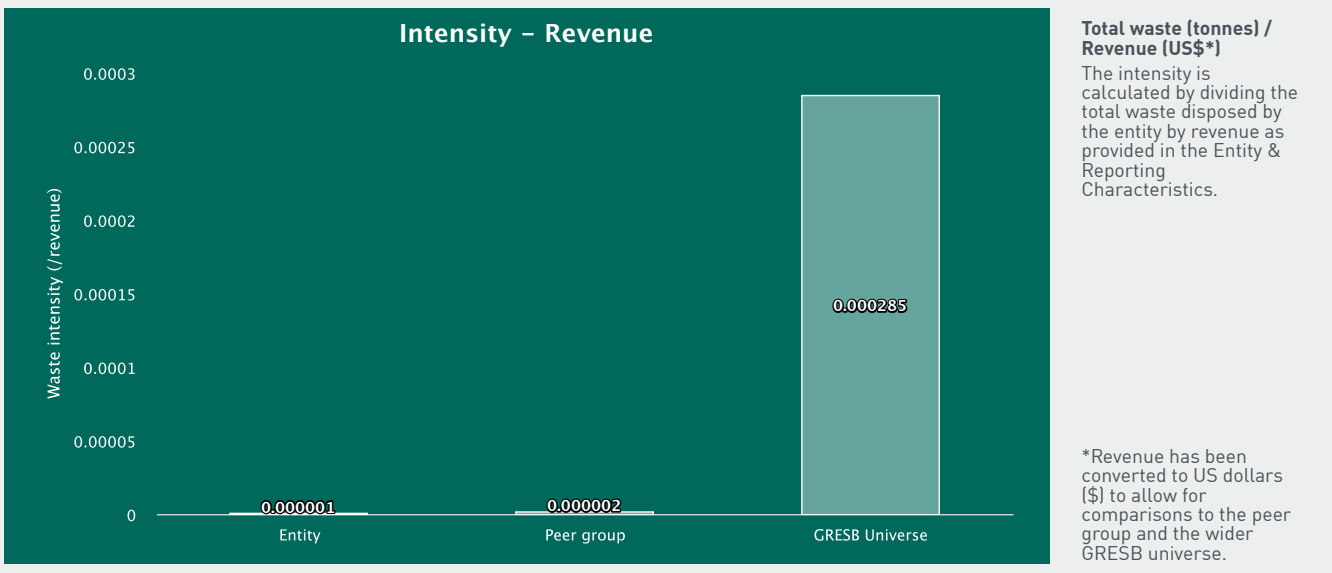


Peer Group Performance Targets



Intensity Performance

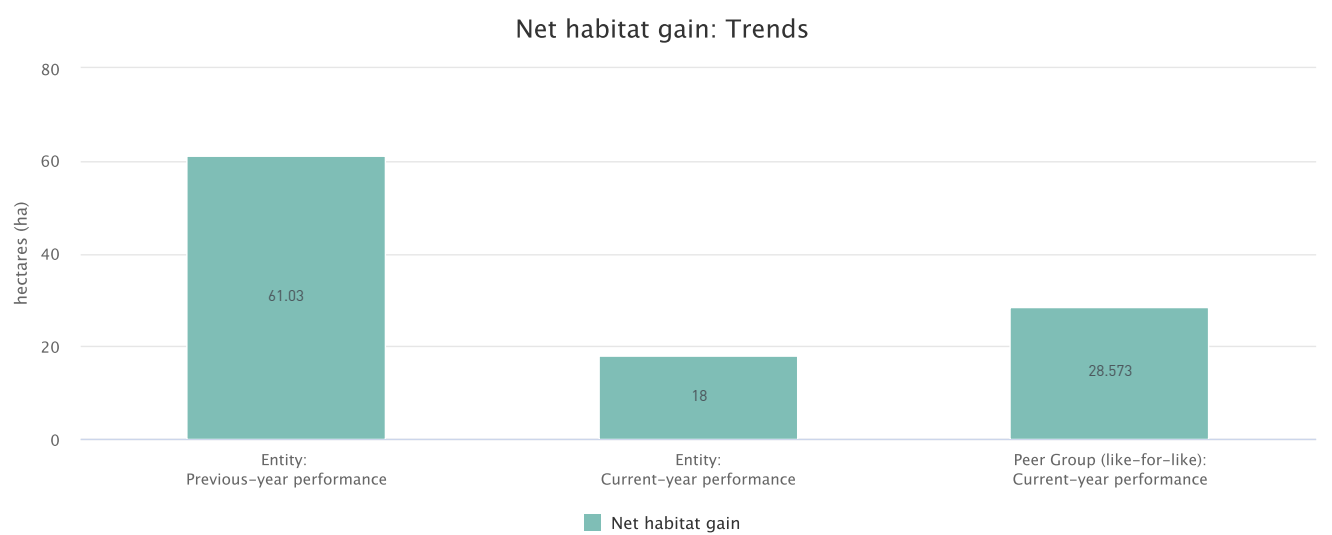




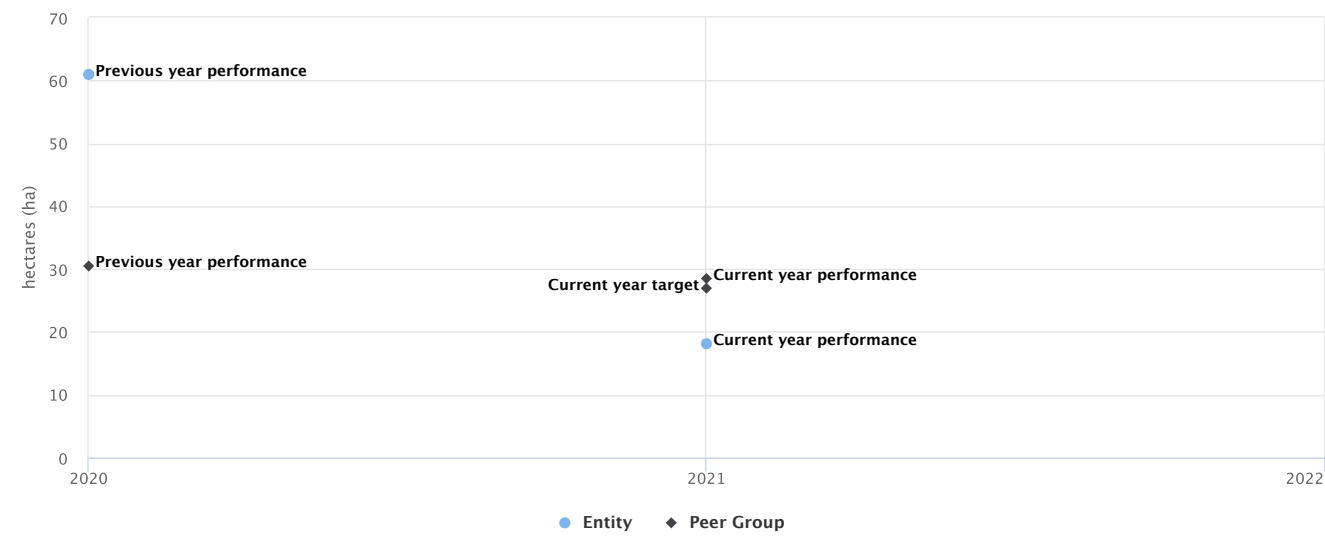
Biodiversity

Net habitat gain

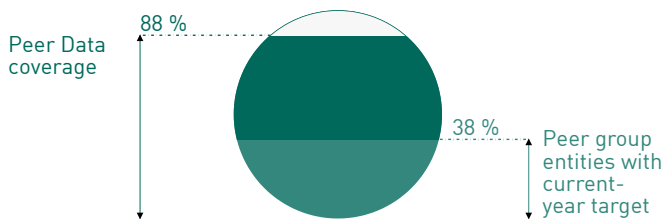
Absolute Performance and Targets



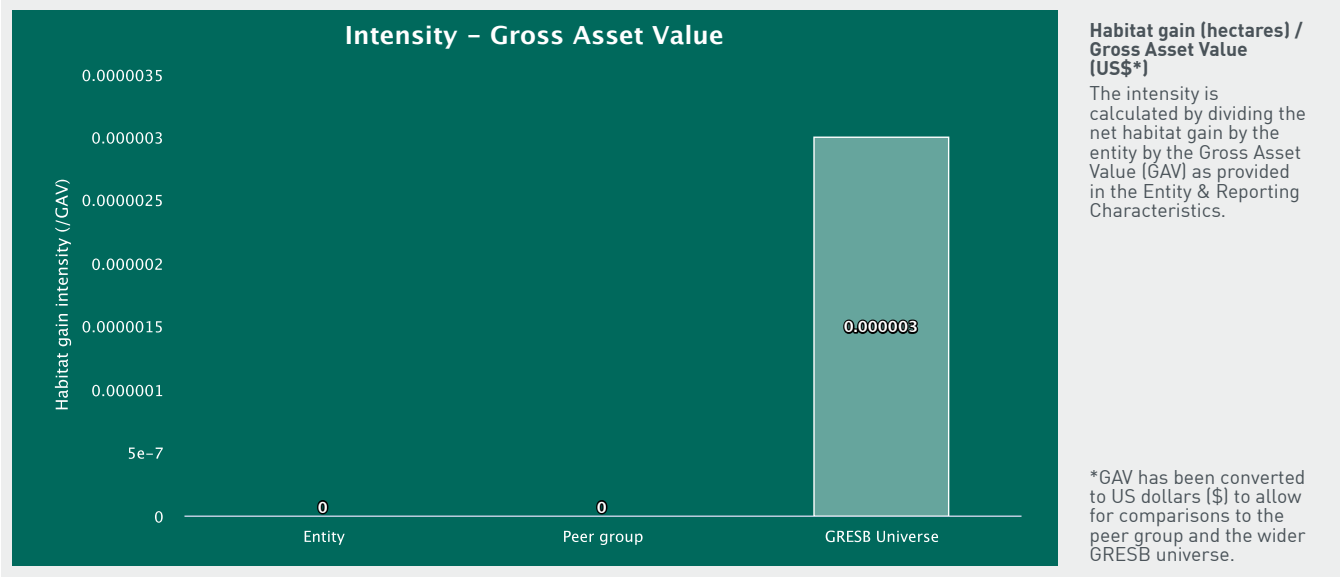
Net habitat gain

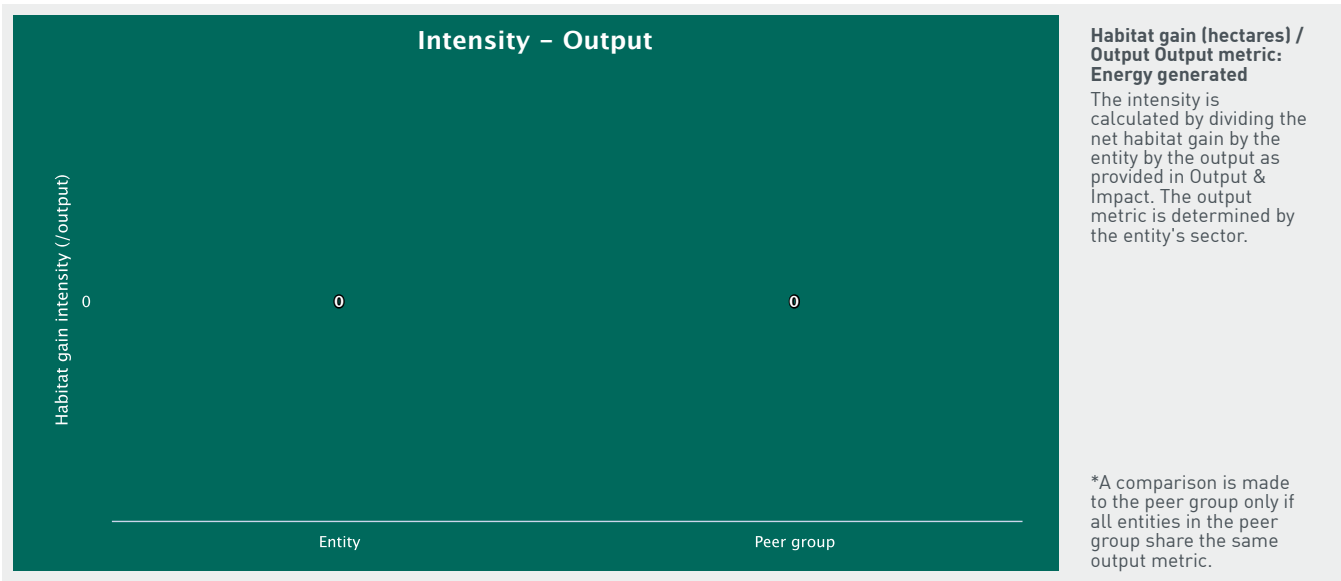
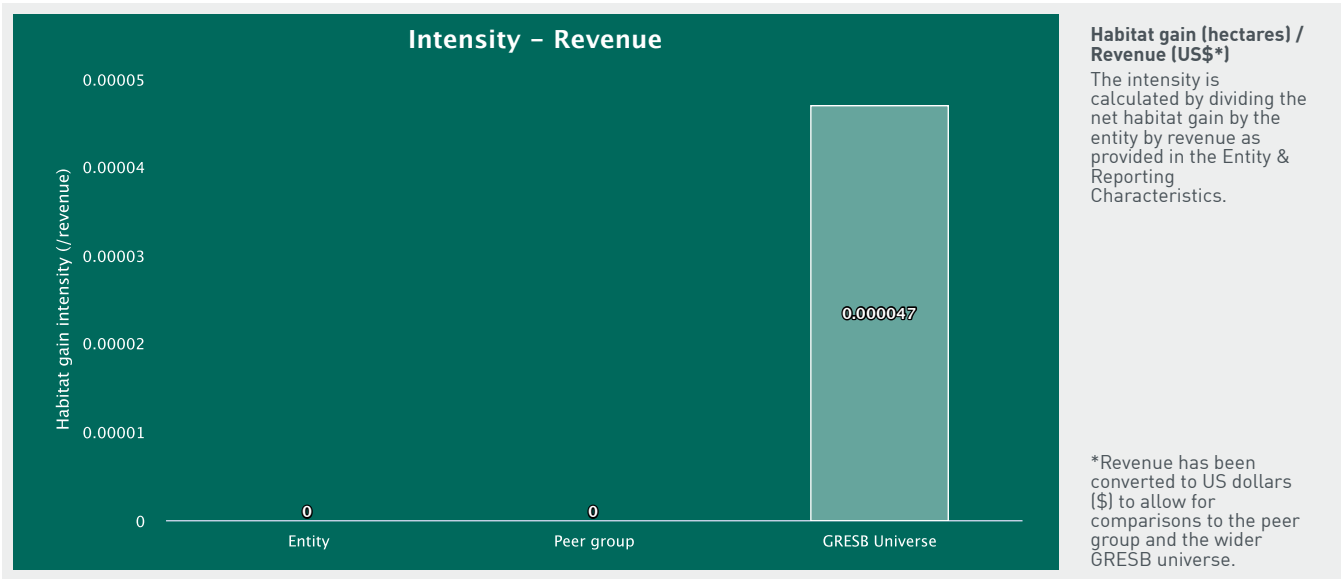


Peer Group Performance Targets



Intensity Performance

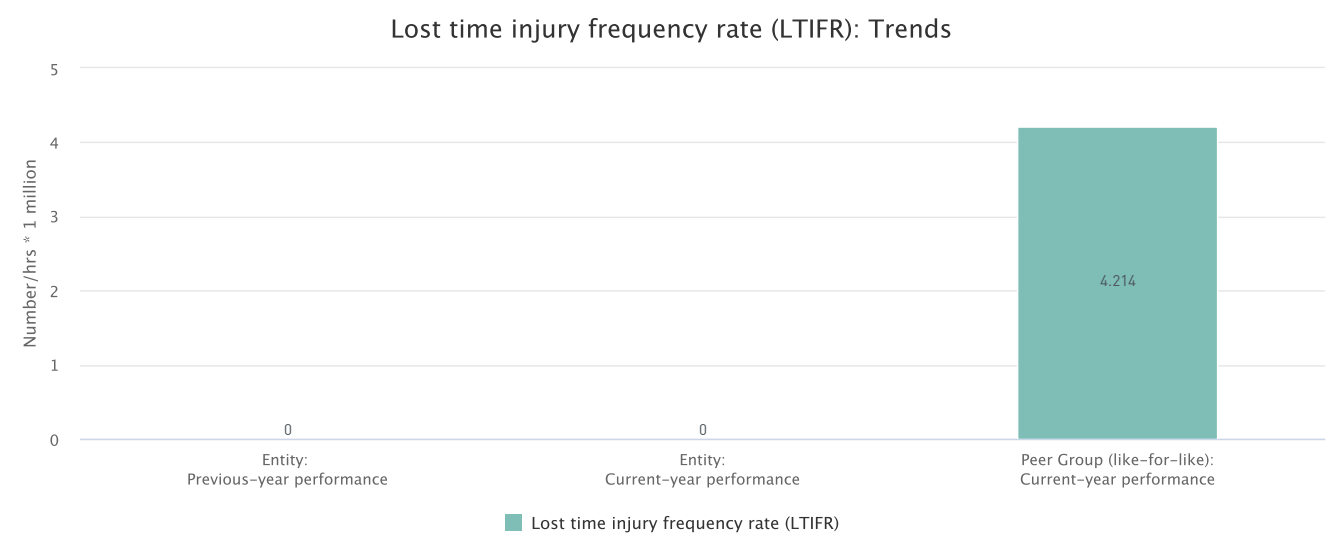




Health & Safety: Employees

Lost time injury frequency rate (LTIFR)

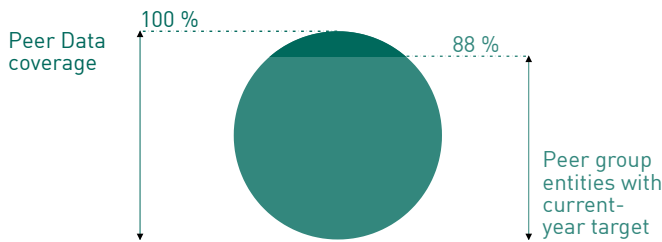
Absolute Performance and Targets



Lost time injury frequency rate (LTIFR)



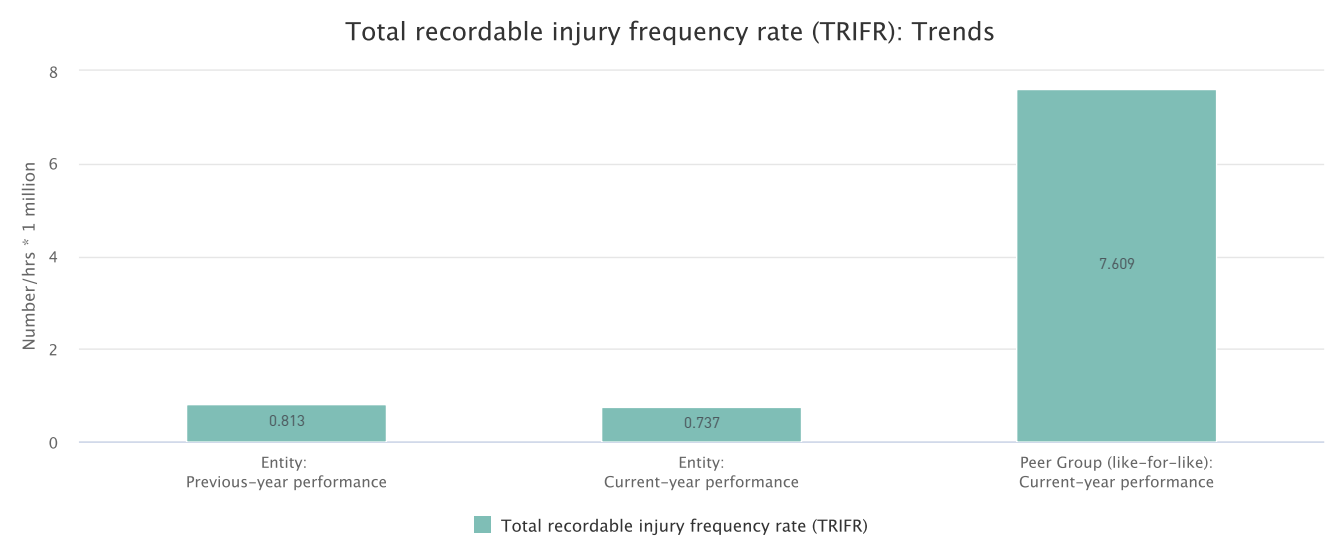
Peer Group Performance Targets



Health & Safety: Employees

Total recordable injury frequency rate (TRIFR)

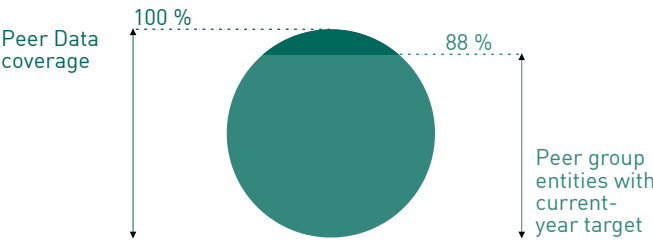
Absolute Performance and Targets



Total recordable injury frequency rate (TRIFR)



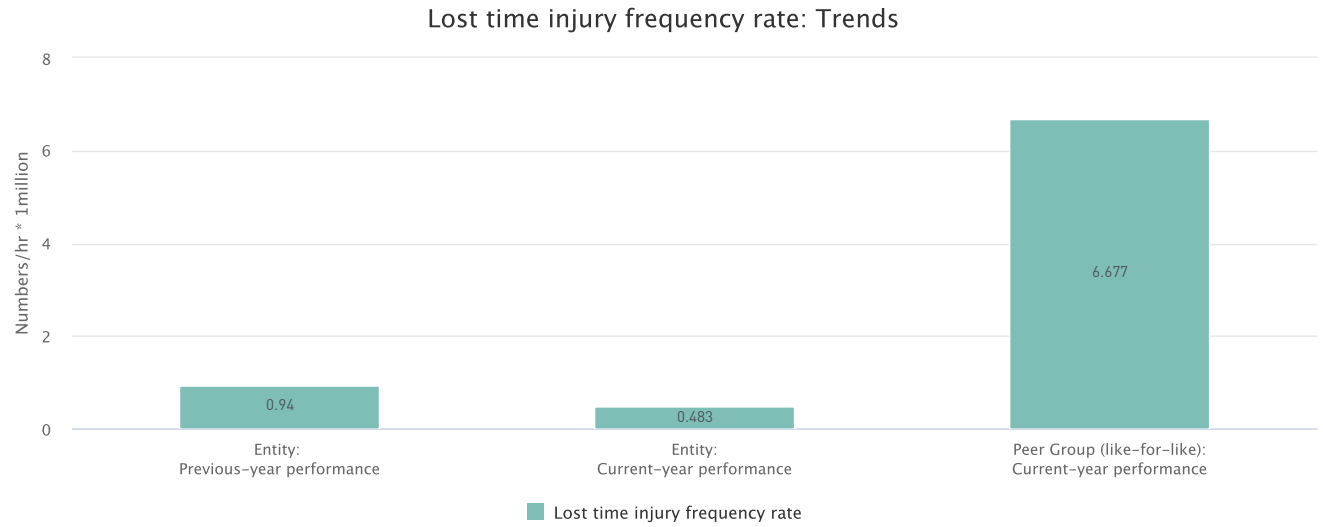
Peer Group Performance Targets



Health & Safety: Contractors

Lost time injury frequency rate

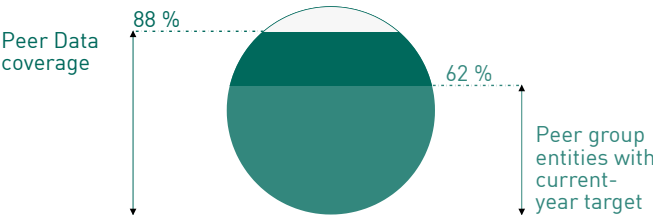
Absolute Performance and Targets



Lost time injury frequency rate



Peer Group Performance Targets

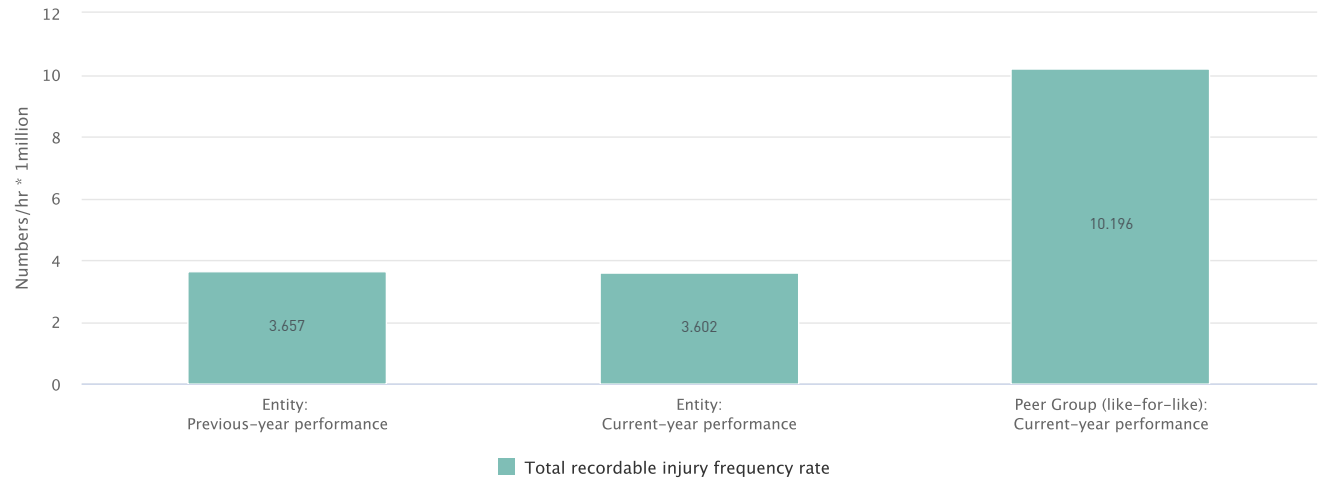


Health & Safety: Contractors

Total recordable injury frequency rate

Absolute Performance and Targets

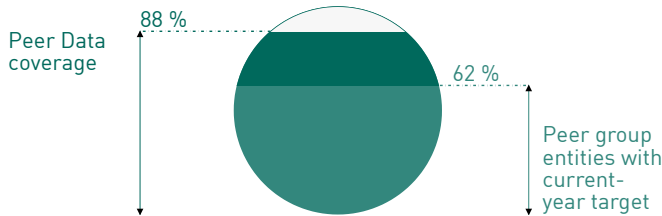
Total recordable injury frequency rate: Trends



Total recordable injury frequency rate



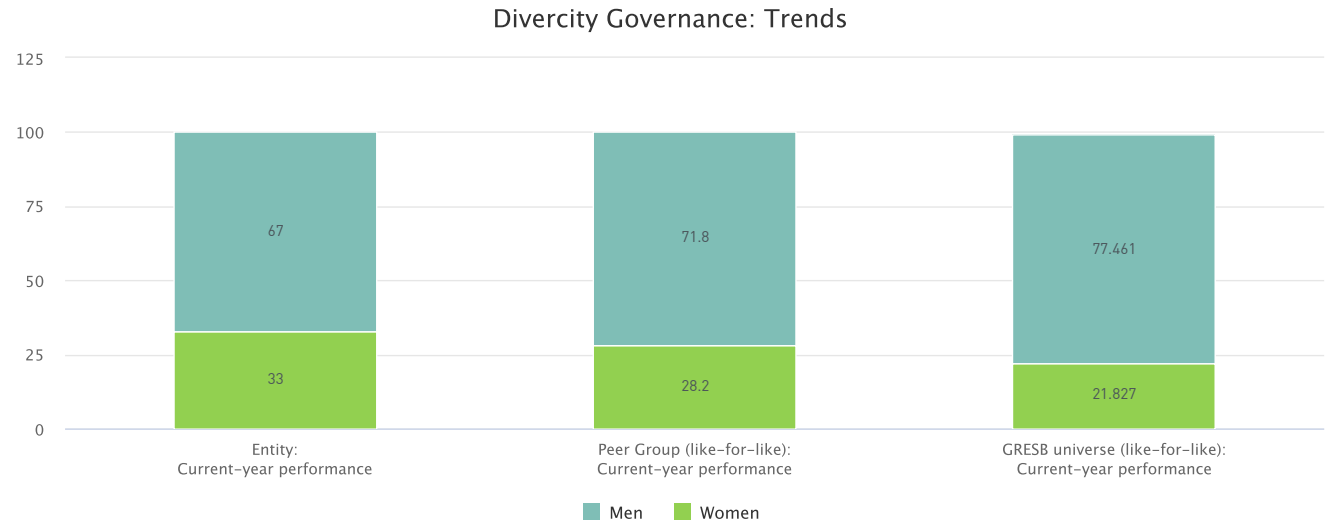
Peer Group Performance Targets



Diversity of governance bodies

Diversity Governance: Trends

Absolute Performance and Targets

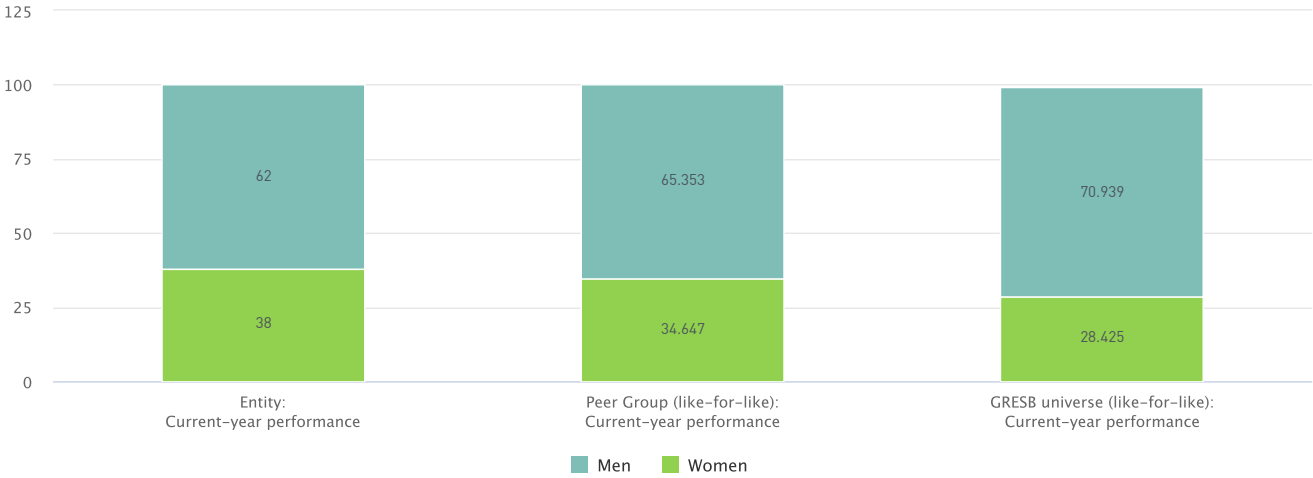


Diversity of all employees

Diversity All Employees: Trends

Absolute Performance and Targets

Diversity All Employees: Trends



Implementation

IM1 Not Scored

Implementation of environmental actions

☒ Yes

100% ^

Environmental**Issue Addressed**

Material sourcing and resource efficiency

Category

Purchasing / procurement

Description

Materials & Embodied Carbon Leaders' Alliance (MECLA)

Incentive

Voluntary

Impact

Transurban has become a founding member of the Materials & Embodied Carbon Leaders' Alliance (MECLA) in an effort to improve the infrastructure sector's supply chain capabilities to provide lower-emissions materials for major construction projects.

Monetary Impact

As a founding member, Transurban will contribute resources and expertise in partnership with major industry partners to work on achieving shared outcomes for the infrastructure sector.

Status

Implementation phase

Context

See <https://www.wwf.org.au/news/news/2021/industry-and-government-join-forces-to-decarbonise-building-and-construction-industry>

Issue Addressed

Energy

Category

Purchasing / procurement

Description

Renewable Power Purchasing Agreements (PPAs)

Incentive

Voluntary

Impact

Transurban has signed Renewable Power Purchasing Agreements (PPAs) that will provide its NSW and QLD operations with 80% of their energy needs from wind power. Up to 80% of our current energy needs in NSW and QLD will be from renewables, dramatically reducing our emissions.

Monetary Impact

The PPAs were assessed in comparison to regular retail electricity contracts and considered to be a cost effective way to reduce emissions. With a long term renewable power contract now in place, this also reduces our exposure to the potential for electricity price increases.

Status

Completed / operational phase

Context

See <https://www.transurban.com/news/wind-to-power-our-roads>

Issue Addressed

Greenhouse gas emissions

Category

Policy / management approach

Description

Net Zero emissions target

Incentive

Voluntary

Impact

Transurban has had its Scope 1, 2 and 3 GHG emissions targets validated by the Science-Based Targets initiative (SBTi), and committed to achieve Net Zero emissions by 2050.

Monetary Impact

Transurban considers GHG emissions targets and a Net Zero commitment to be an ordinary cost of doing business, meeting our sustainability commitments, and mitigating climate risk. A significant proportion of initiatives already underway to reduce GHG emissions also have the potential to reduce operating costs (such as energy efficiency) or reduce long term risk (such as electricity pricing, or climate risk) and deliver positive financial and risk reduction outcomes.

Status

Implementation phase

Context

See <https://www.transurban.com/investor-centre/investor-day-2021/net-zero-emissions>

☐ No 0%

Additional context

[Not provided]

IM2 Not Scored

Implementation of social actions

☒ Yes 100% ^

Social

Issue Addressed

Social enterprise partnering

Category

Purchasing / procurement

Description

Social enterprise partnering and shared value

Incentive

Voluntary

Impact

Transurban has partnerships with a range of social enterprise, including a partnership with Ability Works which was awarded "Partnership of the Year" by supplier network Social Traders.

Monetary Impact

Shared value partnerships provide normal supply chain services at competitive cost, with additional social outcomes for Transurban, the supplier and the community.

Status

Completed / operational phase

Context

See <https://www.youtube.com/watch?v=LSZmoE-6Pw4>

Issue Addressed

Customer satisfaction

Category

Policy / management approach

Description

Linkt Assist customer programs, and Financial Inclusion Action Plan

Incentive

Voluntary

Impact

Transurban has increased the scope of its customer hardship and financial inclusion programs to support customers and broader community members in need. This includes the release of a "Financial Inclusion Action Plan" Outcomes Report showing in detail what we are doing to assist, and the outcomes for improving financial outcomes for customers and the community.

Monetary Impact

Transurban has invested in workforce resourcing and customer assistance processes. In FY20 this also included significant direct financial support to customers impacted by bushfire, flood, and COVID-19 impacts. In calendar year 2020 this included more than \$10.1 million in toll credits granted to Australian frontline workers and customers impacted by COVID-19.

Status

Completed / operational phase

Context

Linkt Assist: <https://www.linkt.com.au/linkt-assist> Financial Inclusion: <https://www.transurban.com/content/dam/transurban-pdfs/01/FIAP-action-plan-report-2020.pdf>

Issue Addressed

Labor standards and working conditions

Category

Purchasing / procurement

Description

Modern Slavery risk assessment and Modern Slavery Statement

Incentive

Both

Impact

Transurban has completed a risk assessment to assess the risk of Modern Slavery in its extended supply chain, and released its first annual Modern Slavery Statement. This is in accordance with requirements of the Commonwealth Modern Slavery Act.

Monetary Impact

Transurban has invested in workforce resourcing and procurement processes to support the ongoing assessment, mitigation and disclosure of potential modern slavery risks and other supply chain risks.

Status

Implementation phase

Context

See <https://www.transurban.com/content/dam/investor-centre/06/FY20-Modern-Slavery-Statement.pdf>

☐ No

0%

Additional context

[Not provided]

IM3 Not Scored

Implementation of governance actions

☒ Yes

100% ^

Governance

Issue Addressed

Board ESG oversight

Category

Policy / management approach

Description

Transurban has continued to align its Sustainability Strategy and governance processes with external frameworks including the UN Sustainability Development Goals. In 2020 Transurban became a member of the UN "Support the Goals" program.

Incentive

Voluntary

Impact

Aligning our strategy with the UN global goals will ensure that we set objectives that have a broader benefit beyond our business.

Monetary Impact

N/A

Status

Completed / operational phase

Context

See <https://www.transurban.com/investor-centre/environmental-social-governance/esg-benchmarking>

☐ No

0%

Additional context

[Not provided]

Output and Impact

011 Not Scored

Output and impact

			Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
Metrics	Activity Metric	Units	2019	2020	2020	
Capacity	Peak capacity	Vehicles/hour	N/A	N/A	N/A	N/A
Output	Vehicle kilometres travelled	Vehicle km	6,683,416,582	6,625,003,318	N/A	N/A
Impact value	Currency	AUD	N/A	N/A	N/A	N/A

Output and impact intensities

	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
--	---------------------------	----------------------------	-----------------------	--------------------

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
Metrics	Units	2019	2020	2020	
Output intensity (/GAV)	Vehicle km/AUD	0.1859	0.1813	N/A	N/A
Output intensity (/revenue)	Vehicle km/AUD	1.6043	1.8321	N/A	N/A
Impact intensity (/GAV)	AUD/AUD	N/A	N/A	N/A	N/A
Impact intensity (/revenue)	AUD/AUD	N/A	N/A	N/A	N/A
Impact intensity (/output)	AUD/Vehicle km	N/A	N/A	N/A	N/A

Does the entity’s data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes

100%

☐ No

0%

Additional context

“Output” metric is total Vehicle Kilometres Travelled (VKT) on Transurban roads during FY20. This is a measure of total activity of customers using our roads.

Energy

EN1 Points: 3.17/3.17

Reporting on energy performance

☒ Yes

100%

Has the entity imported or purchased energy?

☒ Yes

100%

Energy imported/purchased

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Biofuels	MWh	0	0	N/A	N/A
Renewable hydrogen	MWh	0	0	N/A	N/A
Waste (non-biomass)	MWh	0	0	N/A	N/A

		Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
Metrics	Units	2019	2020	2020	
Renewable electricity	MWh	3,210	4,757	N/A	N/A
Renewable steam, heating and cooling	MWh	0	0	N/A	N/A
Coal	MWh	0	0	N/A	N/A
Diesel	MWh	9,324	13,283	N/A	N/A
LPG, butane or propane	MWh	N/A	17	N/A	N/A
Motor gasoline	MWh	4,618	3,950	N/A	N/A
Natural gas	MWh	261	291	N/A	N/A
Non-renewable hydrogen	MWh	0	0	N/A	N/A
NA	MWh	N/A	0	N/A	N/A
Non-renewable electricity	MWh	140,281	165,067	N/A	N/A
Non-renewable steam, heating and cooling	MWh	0	0	N/A	N/A
Total energy imported / purchased	MWh	157,697	187,365	N/A	N/A
% Renewable electricity imported / purchased	%	2.0355	2.5389	N/A	N/A
Benchmark group average (Total energy imported / purchased)	MWh	44,940.6539	47,527.5143	45,958.425	N/A
Benchmark group average (% Renewable electricity imported / purchased)	%	11.2718	13.2625	17.625	N/A

☐ Mandatory cells

☐ No
0%

Has the entity generated energy onsite?

☒ Yes
50% ^

Energy generated from non-combustible sources

		Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
Metrics	Units	2019	2020	2020	
Biofuels (produced onsite)	MWh	N/A	0	N/A	N/A
Geothermal	MWh	0	0	N/A	N/A
Hydro-electric	MWh	0	0	N/A	N/A
Solar	MWh	124	140	N/A	N/A
Wind	MWh	0	0	N/A	N/A
NA	MWh	N/A	0	N/A	N/A
Nuclear	MWh	0	0	N/A	N/A
Total energy generated onsite	MWh	124	140	N/A	N/A

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Benchmark group average (Total energy generated onsite)	MWh	124	79.6974	40	N/A

☐ Mandatory cells

☐ No
50%

Has the entity exported or sold energy?

☐ Yes
12% ☒ No
88%

Energy consumed

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	2023
Renewable energy consumed	MWh	3,334	4,897	N/A	N/A
Non-renewable energy consumed	MWh	154,487	182,608	N/A	N/A
Total energy consumed	MWh	157,821	187,505	177,301	172,449
% Renewable energy consumed	%	2.1125	2.6117	N/A	N/A
Benchmark group average (Total energy consumed)	MWh	44,956.6164	47,559.7379	60,200.7833	N/A
Benchmark group average (% Renewable energy consumed)	%	11.286	13.3349	10.75	N/A

☒ Scored cells for all other sectors

Energy intensities

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Energy consumption intensity (/GAV)	MWh/AUD	0	0	N/A	N/A
Energy consumption intensity (/revenue)	MWh/AUD	0	0.0001	N/A	N/A
Energy consumption intensity (/output)	MWh/Vehicle km	0	0	N/A	N/A
Energy export intensity (/GAV)	MWh/AUD	0	0	N/A	N/A
Energy export intensity (/revenue)	MWh/AUD	0	0	N/A	N/A
Energy export intensity (/output)	MWh/Vehicle km	0	0	N/A	N/A

Has the data reported above been reviewed by an independent third party?

☒ Yes
50%  ^
☐ Externally checked
12% 
☐ Externally verified
0% 
☒ Externally assured
38%  ^

Using


☐ [12%] AA1000AS

☒ [12%] ASAE3000

☐ [12%] Compagnie Nationale des Commissaires aux Comptes (CNCC)

☐ [62%] No answer provided

Applicable evidence

Evidence provided


<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=64>

☐ No
50% 

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes
100% 
☐ No
0% 
☐ No
0% 

Additional context

 Transurban reports energy data in its FY20 Corporate Report (reported in units of GJ, converted to MWh for GRESB). See <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=35> . Transurban has a long term "10-in-10" energy target, for 10% energy reduction over 10 years from FY13 to FY23. This is a public target, see our FY20 Corporate Report, p37: "Our energy management program is focused on achieving our target of reducing our consumption by 10% by 2023 (compared to 2013) through a program of 30 energy efficiency and renewable-energy initiatives." See <https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=39> . The "10 in 10" target is the basis for the long term 2023 energy target of 172,449 MWh provided. Transurban does not set official interim targets for every year since we expect reduction to be achieved in step change improvements over time rather than annual increments. Transurban expects to be tracking "behind" this target in the initial years before reaching the target as step-change reductions that have been identified are implemented closer to the long term target date. For example, long term maintenance and equipment upgrade opportunities that only occur on a multi-year cycle. The 2020 target figure reported to GRESB represents a linear pathway between our 2013 baseline and 2023 target. It is not an official, separate target but shows relative progress within the long term target so far.

Greenhouse Gas Emissions

Reporting on greenhouse gas emissions

☒ Yes
100%  ^

Total greenhouse gas emissions

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	2030
Emissions from combustion of fuels	tCO ₂ e	3,540	4,391	N/A	N/A
Process emissions	tCO ₂ e	0	0	N/A	N/A
Fugitive emissions	tCO ₂ e	0	0	N/A	N/A
Total scope 1	tCO ₂ e	3,540	4,391	N/A	N/A
Scope 2	tCO ₂ e	117,077	135,426	N/A	N/A
Total Scope 1 + 2	tCO ₂ e	120,617	139,817	N/A	N/A
Scope 3	tCO ₂ e	617,503	634,565	N/A	N/A
Total Scope 1, 2 + 3	tCO ₂ e	738,120	774,382	N/A	N/A
On-site offsets	tCO ₂ e	0	0	N/A	N/A
Offsets purchased	tCO ₂ e	10,954	11,129	N/A	N/A
Net GHG emissions (Scope 1 + 2)	tCO ₂ e	109,663	128,688	128,688	61,122
Net GHG emissions (Scope 1, 2 + 3)	tCO ₂ e	727,166	763,253	N/A	N/A
Emissions avoided* (renew, energy export)	tCO ₂ e	N/A	0	N/A	N/A
Benchmark group average (Total Scope 1 + 2)	tCO ₂ e	20,660.1125	22,742.0243	8,839.3333	N/A
Benchmark group average (Net GHG emissions [Scope 1 + 2])	tCO ₂ e	19,290.8625	21,350.8993	33,793.2	N/A

 Mandatory cells Scored cells for all other sectors Scored cells for Renewable Power sectors

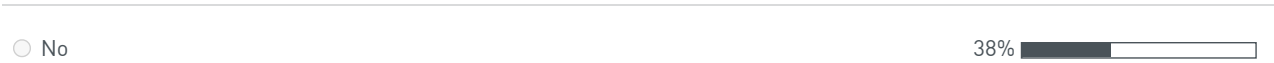
Can the entity report on scope 3 greenhouse gas emissions?

☒ Yes
62%  ^

Scope 3 greenhouse gas emissions

Metrics	Units	Previous-year performance	Reporting-year performance
		2019	2020
Purchased goods and services	tCO ₂ e	186,296	161,607
Capital goods	tCO ₂ e	410,680	405,348
Fuel- and energy-related activities	tCO ₂ e	16,196	17,410
Upstream transportation & distribution	tCO ₂ e	0	0
Waste generated in operations	tCO ₂ e	1,769	2,241
Business travel	tCO ₂ e	2,562	1,412

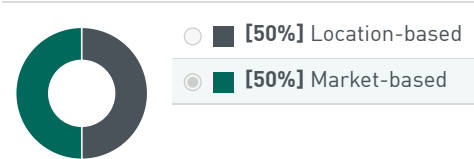
Metrics	Units	Previous-year performance	Reporting-year performance
		2019	2020
Employee commuting	tCO ₂ e	0	0
Upstream leased assets	tCO ₂ e	0	0
Downstream transportation & distribution	tCO ₂ e	0	0
Processing of sold products	tCO ₂ e	0	0
Use of sold products	tCO ₂ e	0	0
End-of-life treatment of sold products	tCO ₂ e	0	0
Downstream leased assets	tCO ₂ e	0	0
Franchises	tCO ₂ e	0	0
Investments	tCO ₂ e	0	46,547
Total Scope 3 emissions	tCO ₂ e	617,503	634,565
Benchmark group average (Total Scope 3 emissions)	tCO ₂ e	1,945,145.25	1,462,814.182



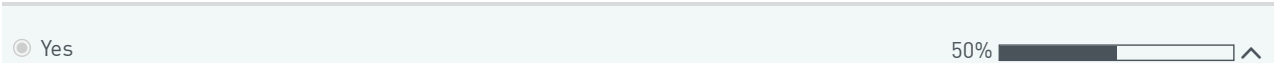
Greenhouse gas emissions intensities

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	2030
Gross emissions intensity (/GAV)	tCO ₂ e/AUD	0	0	N/A	N/A
Gross emissions intensity (/revenue)	tCO ₂ e/AUD	0	0	N/A	N/A
Gross emissions intensity (/output)	tCO ₂ e/Vehicle km	0	0	N/A	N/A
Net emissions intensity (/GAV)	tCO ₂ e/AUD	0	0	N/A	N/A
Net emissions intensity (/revenue)	tCO ₂ e/AUD	0	0	N/A	N/A
Net emissions intensity (/output)	tCO ₂ e/Vehicle km	0	0	N/A	N/A

Indicate which of the following approaches was used to calculate the scope 2 emissions reported above:



Has the data reported above been reviewed by an independent third party?



☐ Externally checked

12%

☐ Externally verified

0%

☒ Externally assured

38%

Using☐ [12%] AA1000AS☒ [12%] ASAE3000☐ [12%] Compagnie Nationale des Commissaires aux Comptes (CNCC)☐ [62%] No answer provided**Applicable evidence**

Evidence provided (but not shared with investors)

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=64>
<https://www.transurban.com/investor-centre/investor-day-2021/net-zero-emissions>
☐ No

50%

Are any of the targets reported in the table above approved by the Science-Based Targets Initiative?☒ Yes

25%

Select the metric(s) for which the target has been approved by the SBTI.☐ Total scope 1

12%

☐ Scope 2

12%

☒ Scope 3

12%

☒ Total scope 1 + 2

25%

☐ Total scope 1, 2 + 3

0%

☐ Gross GHG emissions intensity (/GAV)

0%

☐ Gross GHG emissions intensity (/revenue)

0%

☐ Gross GHG emissions intensity (/output)

0%

☐ No

75%

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes

100%

☐ No

0%

☐ No

0%

Additional context

See attachment "SBTi Target Validation Letter - Transurban.pdf" provided above for evidence of Transurban's SBTi target. See "Scope 1 and 2 emissions" and "Scope 3 emissions" tabs of this website for a summary of Transurban's Scope 1, 2 and 3 GHG emissions targets, and the initiatives underway to meet the targets: <https://www.transurban.com/investor-centre/investor-day-2021/net-zero-emissions>

Air Pollution

AP1 Points: 3.17/3.17

Reporting on air pollution

☒ Yes

75%

Air pollution

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	2021
SO _x	kg	N/A	N/A	N/A	N/A
NO _x	kg	149,528	136,000	1,765,280	1,765,280
PM2.5	kg	3,852	4,000	25,880	25,880
PM10	kg	8,200	7,400	53,400	53,400
Ozone (O ₃)	kg	N/A	N/A	N/A	N/A
Lead (Pb)	kg	N/A	N/A	N/A	N/A
Mercury (Hg)	kg	N/A	N/A	N/A	N/A
Ozone-depleting substances (ODS)	kg	N/A	N/A	N/A	N/A
Non-compliances	Number	0	0	0	0
Benchmark group average (Non-compliances)	Number	0.75	0	0.5	N/A

Scored cells for all other sectors

Has the data reported above been reviewed by an independent third party?

☒ Yes

38%

☐ Externally checked

12%

☐ Externally verified

0%

☒ Externally assured

25%

Using☐ [12%] AA1000AS☐ [12%] ASAE3000☐ [75%] No answer provided**Applicable evidence**

Evidence provided

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=38>
<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=64>
☐ No

38%

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☐ Yes

62%

☒ No

12%

Indicate which facilities, activities and/or time periods are additional or excluded from the data reported above

66 Annual data reported above is only for three Transurban tunnels combined (CityLink, Lane Cove Tunnel and Cross City Tunnel). Air quality monitoring on Transurban tunnels varies according to requirements set by government and regulators. Tunnels are monitored for air pollutant concentration in-tunnel, at ventilation outlets or at ambient locations to ensure that air quality is maintained within safe conditions defined by our operating licences. Data reported above is for three Transurban tunnels combined (CityLink, Lane Cove Tunnel and Cross City Tunnel) that also monitor total annual pollutant load (in tonnes) emitted from tunnel ventilation. This can be aggregated as a single annual figure, whereas concentration-based monitoring is an ongoing live measure. More detailed live air quality data on all Transurban tunnels is available on the Linkt website at <https://help.linkt.com.au/melbourne/article/general/using-toll-roads/tunnel-air-quality/how-is-air-quality-inside-the-tunnels-monitored>

☐ No

25%

Additional context

[Not provided]

Water

WT1 Points: 1.9/3.17

Reporting on water inflows/withdrawals

☒ Yes
88%  ^

Water inflows/withdrawals

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Groundwater	Megaliters (ML)	680.537	885.775	N/A	N/A
Rainwater	Megaliters (ML)	0	0.514	N/A	N/A
Seawater / brackish water	Megaliters (ML)	0	0	N/A	N/A
Surface water	Megaliters (ML)	0	0	N/A	N/A
Produced water	Megaliters (ML)	0	0	N/A	N/A
Third-party non-potable water	Megaliters (ML)	0	0	N/A	N/A
Third-party potable water	Megaliters (ML)	102.394	105.112	N/A	N/A
Total water withdrawals	Megaliters (ML)	782.931	991.401	N/A	N/A
% Potable water	%	13.0783	10.6024	N/A	N/A
Total HWS withdrawals	Megaliters (ML)	0	0	N/A	N/A
Benchmark group average (Third-party potable water)	Megaliters (ML)	1,308.5397	117.5103	104.002	N/A
Benchmark group average (Total water withdrawals)	Megaliters (ML)	1,597.7864	320.4016	200.5517	N/A

☐ Mandatory cells
 ☒ Scored cells for all other sectors

Water withdrawal intensities

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Water withdrawal intensity (/GAV)	Megaliters/AUD	0	0	N/A	N/A
Water withdrawal intensity (/revenue)	Megaliters/AUD	0	0	N/A	N/A
Water withdrawal intensity (/output)	Megaliters/Vehicle km	0	0	N/A	N/A

Has the entity's water withdrawal data been reviewed by an independent third party?

☒ Yes
62%  ^

☒ Externally checked

38%

☐ Externally verified

0%

☐ Externally assured

25%

Applicable evidence

Evidence provided

<https://brisbanenetwork.linkt.com.au/sustainability/air-quality-reports-2/>

https://brisbanenetwork.linkt.com.au/wp-content/uploads/2021/06/Legacy-Way-Tunnel_April_2021_Final_20210525MH.pdf

☐ No

25%

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes

88%

☐ No

0%

☐ No

12%

Additional context

[Not provided]

WT2 Points: 1.9/3.17

Reporting on water outflows/discharges

☒ Yes

50%

Water quality

Metrics	Units	Reporting-year performance	Reporting-year target	Future-year target
		2020	2020	
Freshwater (≤1000 mg/L TDS)	Megaliters (ML)	934,617	N/A	N/A
Other water (>1000 mg/L TDS)	Megaliters (ML)	0	N/A	N/A

Water outflows/discharges

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Groundwater	Megaliters (ML)	181.377	180.117	N/A	N/A
Seawater / brackish water	Megaliters (ML)	0	0	N/A	N/A
Surface water	Megaliters (ML)	520.437	754.5	N/A	N/A
Third-party reuse	Megaliters (ML)	0	0	N/A	N/A
Third-party treatment	Megaliters (ML)	57.472	62.341	N/A	N/A
Total water discharged	Megaliters (ML)	759.286	996.958	N/A	N/A
Total discharge to sensitive waterways	Megaliters (ML)	701.814	934.617	N/A	N/A
% Water re-used	%	0	0	N/A	N/A
Non-compliances	Number	0	0	N/A	N/A
Benchmark group average (Total water discharged)	Megaliters (ML)	190.0715	412.2015	7.5	N/A
Benchmark group average (Total discharge to sensitive waterways)	Megaliters (ML)	175.7035	286.2523	90.8	N/A

☐ Mandatory cells ☒ Scored cells for all other sectors

Water discharge intensities

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Water discharge intensity (/GAV)	Megaliters/AUD	0	0	N/A	N/A
Water discharge intensity (/revenue)	Megaliters/AUD	0	0	N/A	N/A
Water discharge intensity (/output)	Megaliters/Vehicle km	0	0	N/A	N/A

Has the data reported above been reviewed by an independent third party?

☒ Yes 38% ^

☒ Externally checked 25%

☐ Externally verified 0%

☐ Externally assured 12%

Applicable evidence

Evidence provided

🔗 <https://brisbanenetwork.linkt.com.au/sustainability/air-quality-reports-2/>
🔗 https://brisbanenetwork.linkt.com.au/wp-content/uploads/2021/06/Legacy-Way-Tunnel_April_2021_Final_20210525MH.pdf

☐ No 12%

Does the entity’s data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes 50%

☐ No 0%

☐ No 50%

Additional context

[Not provided]

Waste

WS1 Points: 1.9/3.17

Reporting on waste generation and disposal

☒ Yes 100% ^

Generation/import

		Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
Metrics	Units	2019	2020	2020	2021
Hazardous	Tonnes (t)	0	0	N/A	N/A
Non-hazardous	Tonnes (t)	20,869	3,311	N/A	N/A

☐ Mandatory cells

Disposal/export

		Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
Metrics	Units	2019	2020	2020	2021
Re-use	Tonnes (t)	0	0	N/A	N/A
Recycling	Tonnes (t)	19,319	1,443	N/A	N/A

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	2021
Composting	Tonnes (t)	0	0	N/A	N/A
Waste-to-energy	Tonnes (t)	0	0	N/A	N/A
Incineration	Tonnes (t)	0	0	N/A	N/A
Landfill	Tonnes (t)	1,550	1,867	N/A	N/A
Unknown	Tonnes (t)	N/A	0	N/A	N/A
Total waste disposed	Tonnes (t)	20,869	3,310	N/A	N/A
Total diverted from landfill/incineration	%	92.5727	43.5952	N/A	N/A
Benchmark group average (Total waste disposed)	Tonnes (t)	3,970.611	1,921.6183	1,732.3333	N/A
Benchmark group average (Total diverted from landfill/incineration)	%	61.2022	58.2081	42.78	N/A

☐ Mandatory cells ☒ Scored cells for all other sectors

Waste intensities

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	2021
Waste intensity (/GAV)	Tonnes/AUD	0	0	N/A	N/A
Waste intensity (/revenue)	Tonnes/AUD	0	0	N/A	N/A
Waste intensity (/output)	Tonnes/Vehicle km	0	0	N/A	N/A

Has the data reported above been reviewed by an independent third party?

☐ Yes 50%

☒ No 50%

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes 100%

☐ No 0%

☐ No 0%

Additional context

[Not provided]

Biodiversity & Habitat

B11 Points: 1.9/3.17

Reporting on biodiversity and habitat

☒ Yes

88%

Wildlife

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Wildlife fatalities	Number	35	63	N/A	N/A
T&E species fatalities	Number	5	1	N/A	N/A

☐ Mandatory cells

Habitat management

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Habitat removed	hectares (ha)	0	0	N/A	N/A
Habitat enhanced or restored	hectares (ha)	50	18	N/A	N/A
Habitat protected (on-site)	hectares (ha)	11.03	0	N/A	N/A
Habitat protected (off-site)	hectares (ha)	0	0	N/A	N/A
Net habitat gain	hectares (ha)	61.03	18	N/A	N/A
Habitat maintained	hectares (ha)	0	61.03	N/A	N/A
Benchmark group average (Net habitat gain)	hectares (ha)	30.5317	28.5729	27	N/A

☐ Mandatory cells ☒ Scored cells for all other sectors


Habitat gain intensities

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Habitat gain intensity (/GAV)	ha/AUD	0	0	N/A	N/A

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	
Habitat gain intensity (/revenue)	ha/AUD	0	0	N/A	N/A
Habitat gain intensity (/output)	ha/Vehicle km	0	0	N/A	N/A


Has the data reported above been reviewed by an independent third party?

☐ Yes 12% 


☒ No 75% 

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☐ Yes 62% 


☒ No 25% 

Indicate which facilities, activities and/or time periods are additional or excluded from the data reported above

 Transurban completes a range of biodiversity and habitat management in the construction and operation phases of its assets. Land management, habitat and biodiversity activities are typically based at a local asset or project level. We do not currently have full consolidated data on all land management and biodiversity activities aggregated in a consistent format at the overall group level. We are developing a group wide Biodiversity Strategy that will aim to address this. Wildlife fatalities reported are for Transurban's QLD network, which is most closely adjacent to animal habitat and for which this information is most applicable and available. Habitat area figures reported to GRESB are based on publicly available case studies of Transurban land management, to show transparency and demonstrate where reported figures are publicly available.

☐ No 12% 

Additional context

 Wildlife fatalities are not as a result of Transurban activities, they are animals found dead on or beside Transurban motorways. Transurban aims to design roads with wildlife connectivity, fauna fencing and safe crossings at appropriate under- and over-pass locations. For an example of fauna bridge crossings, go to: <https://www.transurban.com/news/lep-leads-the-way-for-sustainability>. Habitat enhanced or restored is based on new Landcare projects or land improvement works completed by Transurban in FY20. • FY20: Delivery of multiple public green spaces totalling more than 18 hectares as part of the WestConnex project. See <https://www.westconnex.com.au/community/community-benefits/>. Habitat maintained is based on ongoing protection of previous years' enhancements: • FY16: Power St Loop (1ha), see <https://www.citylink.com.au/power-street-loop/>. • FY17: CityLink Tulla Widening Urban Landcare Project (1.88ha), see <https://landcareaustralia.org.au/ctw-urban-landcare-project/>. • FY17: Kinetica 5ha, see <https://landcareaustralia.org.au/m2-macquariepark-project/>. • FY18: Logan Enhancement Project 3.15ha, see <https://online.flippingbook.com/view/1008710/48/>. • FY19: Hornsby Quarry rehabilitation (50ha). In FY19 Transurban completed the filling of the abandoned Hornsby Quarry with over 2 million cubic metres of rock and spoil, the first phase of enabling the previously unusable area to be converted into a public reserve. See <https://www.transurban.com/content/dam/investor-centre/04/2019-Corporate-Report.pdf#page=25>. As noted above, Transurban does not have full data on all habitat aggregated at the overall group level. Habitat removed has been reported as 0 in order for the GRESB form to be able to be submitted (blank entries prevent us from submitting the form), but is not intended to imply actual zero impact in these areas. Transurban will aim to aggregate habitat data across its assets in future reporting.

HS1 Points: 6.35/6.35

☐ Yes

100%

		Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
Metrics	Units	2019	2020	2020	2021
Fatalities	Number	0	0	0	0
Lost time injuries	Number	0	0	2	3
Total recordable injuries	Number	2	2	2	3
Near miss incidents	Number	N/A	N/A	N/A	N/A
Hours worked	Number	2,459,109	2,713,687.26	2,713,687.26	2,713,687.26

		Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
Metrics	Units	2019	2020	2020	2021
Lost time injury frequency rate (LTIFR)	Number/hrs * 1 million	0	0	0.74	1.1
Total recordable injury frequency rate (TRIFR)	Number/hrs * 1 million	0.8133	0.737	0.74	1.1
Benchmark group average (Lost time injury frequency rate (LTIFR))	Number/hrs * 1 million	8.7302	4.2141	5.0586	N/A
Benchmark group average (Total recordable injury frequency rate (TRIFR))	Number/hrs * 1 million	33.9742	7.6085	8.2486	N/A

☒ Yes

62%

☐ Externally checked

25%

☐ Externally verified

0%

☒ Externally assured

38%

100/112


☐ [12%] AA1000AS

☒ [12%] ASAE3000

☐ [12%] Compagnie Nationale des Commissaires aux Comptes (CNCC)

☐ [62%] No answer provided

Applicable evidence

Evidence provided

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=64>

<https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=90>

☐ No

38%

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes

100%

☐ No

0%

☐ No

0%

Additional context

66 Transurban focuses on Recordable Injuries and the Recordable Injury Frequency Rate (RIFR) as its key safety metric. This includes both Lost Time Injuries (LTIs) and Medical Treatment Injuries (MTIs) that do not result in lost time. Transurban's corporate HSE targets are also based on Recordable Injuries. The FY20 employee safety target was to achieve 2 or fewer recordable employee injuries. The FY21 target is to achieve 3 or fewer recordable employee injuries. Since GRESB requests targets to be expressed in terms of injury rate, we have provided an equivalent target rate above by assuming the same number of work hours completed as in FY20. We have also provided the same equivalent target rate for RIFR and LTIFR, since our target of 2 or 3 Recordable injuries may also be Lost Time Injuries while still achieving our target. Please note however that for employee injuries, it is the number of recordable injuries that is Transurban's official corporate target. "Near miss" incidents are monitored but have not been reported to GRESB since they vary in the level of severity and are not indicative overall of performance trends. Near miss incidents are reviewed on an individual basis to identify safety actions.

HS2 Points: 6.35/6.35

Reporting on health and safety performance: contractors

☒ Yes

88%

Contractors

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	2021
Fatalities	Number	0	0	0	0
Lost time injuries	Number	18	13	N/A	N/A
Total recordable injuries	Number	70	97	N/A	N/A
Near miss incidents	Number	N/A	N/A	N/A	N/A
Hours worked	Number	19,141,502	26,928,771	N/A	N/A

☐ Mandatory cells

Contractor intensities

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	2021
Lost time injury frequency rate	Numbers/hr * 1million	0.9404	0.4828	4.2	4.2
Total recordable injury frequency rate	Numbers/hr * 1million	3.657	3.6021	4.2	4.2
Benchmark group average (Lost time injury frequency rate)	Numbers/hr * 1million	6.2801	6.6765	7.796	N/A
Benchmark group average (Total recordable injury frequency rate)	Numbers/hr * 1million	20.059	10.1956	9.974	N/A

Has the data reported above been reviewed by an independent third party?

☒ Yes

62%

☐ Externally checked

38%

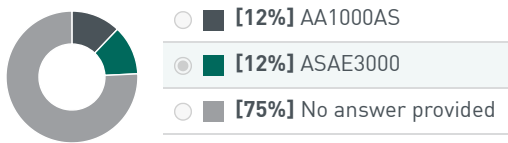
☐ Externally verified

0%

☒ Externally assured

25%

Using



Applicable evidence

Evidence provided

<https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=64>

<https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=90>

☐ No

25%

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes

75%

☐ No

12%

No

12%

Additional context

Transurban focuses on Recordable Injuries and the Recordable Injury Frequency Rate (RIFR) as its key safety metric. This includes both Lost Time Injuries (LTIs) and Medical Treatment Injuries (MTIs) that do not result in lost time. Transurban's corporate HSE targets are also based on Recordable Injuries. The FY20 and FY21 contractor safety targets are to achieve a RIFR of 4.2 injuries per million hours. Since GRESB requests targets to be expressed in terms of recordable and lost time injury rate, we have also provided the same equivalent target rate for RIFR and LTIFR, since our target of 4.2 Recordable injuries may also be Lost Time Injuries while still achieving our target. Please note however that for contractor injuries, it is the recordable injury rate that is Transurban's official corporate target. "Near miss" incidents are monitored but have not been reported to GRESB since they vary in the level of severity and are not indicative overall of performance trends. Near miss incidents are reviewed on an individual basis to identify safety actions.

HS3 Points: 6.35/6.35

Reporting on health and safety performance: users

Yes

100%

Users

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	2021
Fatalities	Number	7	3	N/A	N/A
Total recordable injuries	Number	315	245	281	298

Mandatory cells

Has the data reported above been reviewed by an independent third party?

Yes

88%

Externally checked

50%

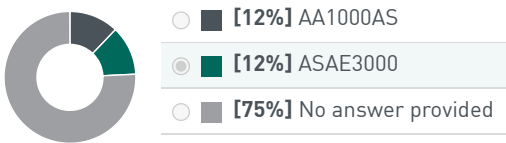
Externally verified

12%

Externally assured

25%

Using



Applicable evidence

Evidence provided

- <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=64>
- <https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=90>

☐ No 12%

Does the entity’s data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes 100%

☐ No 0%

☐ No 0%

Additional context

Transurban uses a Road Injury Crash Index (RICI) to measure the road safety performance of customers on our toll roads. RICI is the number of serious injury crashes per 100 million km travelled. Transurban sets road safety targets based on this RICI. Since GRESB requests targets to be expressed as total numbers of injuries, we have converted this targets to an equivalent number of injuries/crashes that would equal that RICI rate. Please note however that for road safety crash incidents, it is the rate of crashes per 100 million km travelled that is Transurban’s official corporate target. 2020 result: RICI of 3.70 (a rate of 245 serious injury crashes in 6,625,003,318 km travelled). 2020 target: RICI of 4.25 (this would hypothetically be equivalent to 281 serious injury crashes over the same distance). 2021 target: RICI of 4.50 (this would hypothetically be equivalent to 298 serious injury crashes over the same distance).

HS4 Points: 3.17/3.17

Reporting on health and safety performance: community

☒ Yes 100%

Community

Metrics	Units	Previous-year performance	Reporting-year performance	Reporting-year target	Future-year target
		2019	2020	2020	2021
Fatalities	Number	0	0	0	0
Total recordable injuries	Number	0	0	0	0

☐ Mandatory cells

Has the data reported above been reviewed by an independent third party?

☐ Yes 38%

☒ No 62%

Does the entity’s data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes

100%

☐ No

0%

☐ No

0%

Additional context

There were no instances of Transurban activities causing community injuries or fatalities. In the event that this occurred it would be publicly acknowledged and reported.

Employees

EM1 Points: 3.17/3.17

Reporting on employee engagement

☒ Yes

88%

Does the entity provide training and development for employees?

☒ Yes

88%

Average amount spent per FTE on training and development (using the currency as given in RC1): 1095

Percentage of employees who received professional training in the reporting year: 100%

Percentage of employees who received ESG-related training in the reporting year: 100%

The ESG-related training focuses on the following elements (multiple answers possible)

☒ Environmental issues

88%

☒ Social issues

88%

☒ Governance issues

88%

☐ No

0%

Has the entity undertaken employee satisfaction surveys within the last three years?

☒ Yes

50%

The survey is undertaken (multiple answers possible):

☐ Internally

25%

☒ By an independent third party

38%

Percentage of employees covered: 100%

Survey response rate: 79%

Does the survey include quantitative metrics?

☒ Yes

50%

Metrics include:

☒ Net Promoter Score

12%

☒ Overall satisfaction score

50%

☒ Other

25%

The full survey contains around 50+ questions on a range of topics. Multiple questions on each topic allowing some insights into aggregate measure on the themes of: Engagement, Company Confidence, Alignment & Involvement, Collaboration & Communication, Feedback & Recognition, Innovation, Leadership, Learning & Development, Management, Service & Quality Focus, Social Connection, Teamwork & Ownership, Work Life Balance, Risk/Ethics, Customer Orientation, Sustainability, HSE.

[ACCEPTED]

☐ No

0%

☐ No

38%

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes

88%

☐ No

0%

☐ No

12%

Additional context

ESG-related training: Transurban's learning and development program includes a range of compulsory and optional training content. Among compulsory training provided to all employees are topics on: HSE (healthy, safety and environment responsibilities of all employees); Ethical Business Practices (governance and code of conduct for all employees); Inclusion, diversity and anti-discrimination; Privacy and Cyber-security. These are compulsory training elements for all employees, supported by a range of other training tailored to specific business units and team functions. In addition, all new employees complete an induction process, which includes a Sustainability introduction to Transurban's company Sustainability Strategy, employee responsibilities, and case studies. Employee satisfaction surveys: Transurban conducts Employee Opinion Surveys and smaller "Pulse" Surveys typically twice a year at a minimum to collect employee feedback on a range of topics. Survey responses are confidential and the survey is administered via an external, anonymous third party platform.. Overall satisfaction and Net Promoter Score related metrics are derived from overall questions such as "Overall, I am extremely satisfied with this company as a place to work", "I am proud to work for this company", "I would recommend this company as a great place to work", and "I rarely think about looking for a new job with another company".

EM2 Points: 6.35/6.35

Reporting on inclusion and diversity

☒ Yes

88%

☒ Diversity of the entity's governance bodies

62%

Select all diversity metrics (multiple answers possible)

☒ Age group distribution

50%

☒ Board tenure

25%

☒ Gender pay gap

25%

☒ Gender ratio

62%

Women: 33%

Men: 67%

☒ International background

12%

☒ Racial diversity

12%

☒ Socioeconomic background

12%

☒ Diversity of the entity's employees

88%

Select all diversity metrics (multiple answers possible)

☒ Age group distribution

75%

Under 30 years old: 14.6%

Between 30 and 50 years old: 69.2%

Over 50 years old: 16.2%

☒ Gender pay gap

50%

1%

☒ Gender ratio

75%

Women: 38%

Men: 62%

☒ International background

25%

☒ Racial diversity

12%

☒ Socioeconomic background

12%

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes

88%

☐ No

0%

☐ No

12%

Additional context

66 In addition to standard employee diversity data which Transurban makes public in its annual reporting (see examples linked below). Transurban has completed voluntary, anonymous Belonging and Wellbeing Surveys to understand what each employee's experience of diversity, inclusion and wellbeing has been at Transurban, and what we can do to improve. Surveys have included the option for employees to anonymously share information about their family status, gender identification, caregiver status, mental and physical wellbeing, age, and sexual orientation. These are voluntary questions and Transurban does not, and can not, collect or report much of this information on a complete company-wide basis. Examples of diversity and inclusion reporting in the public domain: - Gender ratio of workforce, Executive and Board level, see "FIGURE 8: WORKFORCE GENDER": <https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=43> . - Gender ratio by employment type, region, age group and other cross sections: <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=42> - Age distribution of workforce, see "TABLE 4 PERCENTAGE OF TOTAL DIRECT EMPLOYEES BY EMPLOYEE CATEGORY AND AGE GROUP" and "TABLE 5 COMPOSITION OF GOVERNANCE BODIES BY GENDER AND AGE GROUP": <https://www.transurban.com/content/dam/transurban-pdfs/01/sustainability-reports/FY20-Sustainability-Supplement.pdf#page=43> . - Transurban's annual Corporate Governance Statement includes our company-wide diversity metrics and objectives relating to "Inclusion", "Cultural diversity", "Gender diversity", and "Flexible work practices". See page 10: https://www.transurban.com/content/dam/transurban-pdfs/02/corporate-governance/Corporate_Governance_Statement.pdf#page=10 .

Customer

CU1 Points: 2.47/3.17

Customer satisfaction monitoring

☒ Yes

62%

The survey is undertaken (multiple answers possible):

☒ Internally

62%

Percentage of customers covered: 100%

Survey response rate: 93%

☐ By an independent third party

25%

Does the survey include quantitative metrics?

☒ Yes

62%

Metrics include (multiple answers possible)

☒ Net Promoter Score

38%

<input checked="" type="checkbox"/> Overall satisfaction score	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Satisfaction with communication	38%	<div><div></div></div>
<input checked="" type="checkbox"/> Satisfaction with responsiveness	62%	<div><div></div></div>
<input checked="" type="checkbox"/> Satisfaction with asset management	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Understanding customer needs	50%	<div><div></div></div>
<input checked="" type="checkbox"/> Value for money	38%	<div><div></div></div>
<input type="checkbox"/> Other	0%	<div><div></div></div>

☐ No 0%

Does the entity's data reported above cover all, and only, the facilities (as reported in RC3) and activities (RC4) for the entire reporting year (EC4)? (for reporting purposes only)

☒ Yes 50%

☐ No 12%

☐ No 38%

Additional context

Transurban publicly reports on customer satisfaction survey results in the "Customer experience" section of its FY20 Corporate Report, including our overall Customer Satisfaction Score of 4.6/5 : "Listening and acting on customer feedback has helped us to improve customer satisfaction, reduce the number of complaints we receive and enhance our products and services to improve the overall experience on and off our roads. Through our Voice of the Customer listening program, we analyse around 250,000 pieces of feedback from our Australian customers each year. In January 2020, we expanded our Voice of the Customer program to our North American business with feedback already driving significant improvements for customers." (https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=34) The Customer Satisfaction (CSAT) Score is one part of Transurban's Voice of Customer (VoC) program, which engages customers at key points in their journey asking for feedback about their experience – one of these key points being post interaction with a call centre agent. The response rate for the call centre CSAT question for FY20 was approximately 93% (no. of respondents who answered the CSAT question / no. of total respondents who completed the call centre survey). In addition to these regular customer surveys, Transurban also conducts a range of targeted customer experience surveys and focus groups on particular issues, such as how we can improve existing services, or the development of new customer service options. For example, Transurban has developed a range of customer apps in the last several years that incorporated significant customer feedback in the development stage.

Certifications & Awards

CA1 Points: 2.88/2.88

Infrastructure certifications

☒ Yes 12%

List certifications achieved

Award name	Date of award	scheme	phase
M4 East	2019	(Infrastructure) Infrastructure Sustainability (IS) Rating Scheme	Construction
M4 Widening	2018	(Infrastructure) Infrastructure Sustainability (IS) Rating Scheme	Construction
CityLink Tulla Widening	2018	(Infrastructure) Infrastructure Sustainability (IS) Rating Scheme	Construction
Gateway Upgrade North	2019	(Infrastructure) Infrastructure Sustainability (IS) Rating Scheme	Construction
NorthConnex	2020	(Infrastructure) Infrastructure Sustainability (IS) Rating Scheme	Construction
Logan Enhancement Project	2020	(Infrastructure) Infrastructure Sustainability (IS) Rating Scheme	Construction
New M5	2020	(Infrastructure) Infrastructure Sustainability (IS) Rating Scheme	Construction
M4-M5 Link	2021	(Infrastructure) Infrastructure Sustainability (IS) Rating Scheme	Planning and design

Applicable evidence

Evidence provided (but not shared with investors)

<https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=29>

<https://www.iscouncil.org/project/westconnex-new-m5-main-works-stage-2/>

<https://www.iscouncil.org/project/westconnex-m4-east/>

<https://www.iscouncil.org/project/citylink-tulla-widening/>

<https://www.iscouncil.org/project/logan-enhancement-project/>

<https://www.iscouncil.org/project/northconnex/>

<https://www.iscouncil.org/project/gateway-upgrade-north-project/>

<https://www.iscouncil.org/project/westconnex-m4-widening/>

<https://www.transurban.com/content/dam/investor-centre/04/2020-Corporate-Report.pdf#page=54>

<https://www.iscouncil.org/project/westconnex-m4-m5-link-tunnels/>

No

88%

Additional context

Transurban has committed to achieve an Excellent IS rating (or higher) for all of our major Australian development projects at 'Design' and 'As Built' phases. As at the time of this GRESB submission, Transurban has had seven major projects certified with IS ratings for their Design and/or As Built phases, as these projects reach completion. Transurban is also trialling a pilot of the IS Rating Operations Tool on the M2 in Sydney. This certification has not been completed and so is not listed above.

CA2 Not Scored

Awards for ESG-related actions, performance, or achievements

Yes

50%

Information about third-party awards

Award name	Date of award	Organization Issuing award	Basis for award
CDP climate leadership A- rating	2020	CDP (Carbon Disclosure Project)	Transurban received an A- rating within the top “Leadership” category” of organisations reporting to the annual CDP Climate survey
DJSI World Index	2020	Dow Jones Sustainability Index	Transurban is rated in the top 10% of organisations reporting to the annual DJSI sustainability survey

Award name	Date of award	Organization Issuing award	Basis for award
GRESB 5 Star Infrastructure Rating	2020	Global Real Estate Sustainability Benchmark (GRESB)	Transurban is rated in the top "5 star" bracket of infrastructure entities in our sector reporting to the annual GRESB sustainability rating survey
FTSE4Good Index member	2020	FTSE Russell	FTSE Russell reviews externally-available information to rate company ESG performance
WORK180 Flex Able Certification	2021	WORK180	"The Flex Able Certification is awarded to organisations after a careful examination of when, where and how the company's employees work to ensure flexible work options are a reality."
Employer of Choice for Gender Equality	2021	Workplace Gender Equality Agency (WGEA)	The WGEA Employer of Choice for Gender Equality citation is a leading practice recognition program that aims to encourage, recognise and promote equality in the workplace
Social Procurement Partnership of the Year	2020	Social Traders	For delivering social procurement and shared value supply chain partnerships that delivered value to Transurban, our supplier "Ability Works", and the broader community.
ACSI "Leading" rating for ESG reporting and disclosure	2020	ACSI (Australian Council of Superannuation Investors)	For over ten consecutive years, the ACSI has rated Transurban's sustainability governance and performance as 'Leading' among Australian listed companies.

☐ No

50%



Additional context

[Not provided]

GRESB Partners

Global Partners



Premier Partners



Partners

