



The Transdev Sydney Environmental Management System

Transdev Sydney is certified to the ISO 14001:2015 International Standards for Environmental Management System. Below is a description of the system against which certification has been granted.

Core Services

Transdev Sydney is responsible for the operations and maintenance of the Sydney Light Rail which provides services between Sydney CBD and the Inner Western suburbs or the South East suburbs:

- L1 Central to Dulwich Hill includes approximately 12km of track, 23 stops, two major tunnels and a number of bridge structures along the line
- L2 Circular Quay to Randwick and L3 Circular Quay to Juniors Kingsford via Central Chalmers Station includes approximately 12km of track, 19 stops, one tunnel, one overbridge and one footbridge structure

Organisational Units Functions and Physical Boundaries

The Transdev Sydney administrative head office is at 220 Pyrmont Street, Pyrmont. The operations and maintenance centre:

- L1 is based at 190 Pyrmont Street, and includes a Depot, Washbay and stabling facilities. Further stabling is available at the Lilyfield stabling yard.
- L2 and L3 is Randwick Stabling Yard, and includes a Depot, Washbay and stabling area
- L1, L2, L3 shared facility at Lilyfield Maintenance Facility, and includes a Depot and stabling area
- Operations for all three lines is performed out of the Operations Control Centre in Randwick

Extent of Influence

Transdev Sydney's operations and maintenance activities are governed by the requirements of the Project Deed with Transport for NSW via the ALTRAC Consortium. Transdev Sydney has influence over, including:

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- Energy efficiency strategies
- Water efficiency strategies
- Procurement and supplier management
- Community engagement initiatives on environmental management
- Collaborative activities with Local Council

Compliance Obligations

Transdev Sydney has identified its compliance obligations, legal and needs and expectations from interested parties, in the development of its Environmental Management System scope.

Reporting

Transdev Sydney is part of the Transdev Australasia group and is subject to any reporting requirements set by Transdev Australasia.

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

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

July 2020 – June 2021 Global Reporting Initiatives Indicator performance

Table 1: Global Reporting Initiatives Indicator performance

Reporting metric	Light rail operational performance
Direct energy consumption by primary energy source	Primary Energy Source (electricity consumption from the grid): 5,398,395 kWh IWLR L1 15,211,914 kWh CSELR L2&L3
Total water withdrawal by source	Potable Water L1: 818kL Non-Potable Water L1: 54kL Potable Water L2/L3: 11,800kL Non-Potable Water L2/L3: Not metered
Description of significant impacts of activities, products, and services on biodiversity in protected areas and	Ongoing maintenance works have been conducted to ensure that weedy vegetation from the rail corridor does not impact on protected Bushcare sites.

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Reporting metric	Light rail operational performance
areas of high biodiversity value outside protected areas	
Total direct and indirect greenhouse gas emissions by weight	Direct Greenhouse gas emissions (fuel usage): 35 Carbon Tonnes Indirect Greenhouse gas emissions (electricity consumption from the grid): 17,106 Carbon Tonnes.
Total weight of waste by type and disposal method	IWLR L1 General waste: 24.2 Tonnes Paper and cardboard waste: 1.75 Tonnes Commingled waste: 0.37 Tonnes Hazardous waste: 2.29 Tonnes CSELR L2/L3 General Waste: 114.83. Tonnes Paper and Cardboard Waste: 5.29 Tonnes Commingled Waste: .89 Tonnes Hazardous Waste: 0.66 Tonnes
Total number and volume of significant spills.	No significant spills have occurred on the light rail corridor. Significant spills are those that are reportable to the EPA or the DPIE.
Monetary value of significant fines and total number of non-monetary sanctions for non-compliance with environmental laws and regulations	No environmental penalties or fines have been issued due to light rail operational activities.
Direct economic value generated and distributed, including revenues, operating costs, employee compensation, donations and other community investments, retained earnings, and payments to capital providers and governments (economic)	Direct economic value generated \$80,145,360.20 Direct economic value distributed, including revenues: \$ 72,895,419.93
Prevention and mitigation measures implemented in operations with significant potential or actual negative impacts on local communities (social)	No measures have been implemented with significant potential or actual negative impacts on local communities
Average hours of training per year per New employee by gender, and by	Average hours of training: 190 hours per L1/L2/L3 Driver (Female/Male); Average hours of training Drivers: 4,370 hours

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Reporting metric	Light rail operational performance
employee category (training and education) IWLR L1 – 12 Drivers 4 Females 8 Males CSELR L2&L3 - 11 Drivers 4 Females 7 Males 12 Controllers 5 Females 9 Males 2 Authorised Officers 1 Females 1 Males Customer Service officers 0 Female 0 Males	Average hours of training: 640 hours per Controller (Female/Male); Average hours of training Controllers: 7,680 hours Average hours of training: 212 hours per Authorised Officer (Female/Male); Average hours of training Authorised Officers: 424 hours Average hours of training: 58.88 hours per Customer Service Officer (Female/Male); Average hours of training Customer Service Officers: 0 hours
Average hours of training per year per Existing employee by gender, and by employee category (training and education) L1 – 59 Drivers 13 Females 46 Males L2 - 65 Drivers 19 Females 46 Males 25 Network Controllers 6 Females 10 Males 32 Authorised Officers	Average hours of training: 36.8 hours per Driver (Female/Male) Average hours of training Drivers: 4,563.2 Average hours of training: 184 hours per Network Controller (Female/Male); Average hours of training Network Controllers: 4,600 hours Average hours of training: 22.08 hours per Customer Service Officer (Female/Male); Average hours of training Authorised Officers / Customer Service Officers: 804.08 hours

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Reporting metric	Light rail operational performance
18 Females 14 Males 35 Customer Service officers 16 Female 19 Males	

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