

## CDP 2009 Information Request

Respondent: Qantas Airways Ltd

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## General introduction

## Risk and Opportunities

## 1. Regulatory Risks: (CDP6 1(a)(i))

1.1 Is your company exposed to regulatory risks related to climate change?

We consider our company to be exposed to regulatory risks.

Risk identification process:

- The Qantas Group has a comprehensive enterprise-wide risk management process.
- Climate change and other environmental impacts form one of the material risk categories for the Group.
- Risks/opportunities relating to regulatory and other types of risks, including climate change, are formally identified and reviewed by individual business units as well as by a Group-wide department, Environment and Fuel Conservation, on a monthly basis.
- These risks are considered from a strategic, operational and financial perspective and are reported to Executive Management monthly and to the Board of Directors quarterly.

Current/anticipated risks/opportunities:

## a) Carbon trading regimes

Mandatory carbon trading regimes are proposed in three of the main jurisdictions in which Qantas operates: Australia (July 2011), New Zealand (January 2011 – under review) and the European Union (2012). These schemes will introduce significant compliance costs for the Group. A US scheme is likely to be announced over a similar time horizon.

Jet Fuel generates about 96% of the Qantas Groups carbon emissions or about 12 and a half a million tonnes of CO<sub>2</sub>-e . The Australian operations of the Group consumes a large amount of electricity (248,000 MWh hours in FY2007/08) and produces waste.

The Australian and New Zealand schemes will cover domestic aviation emissions. The Australian scheme is underpinned by a mandatory reporting regime, the National Greenhouse and Energy Reporting (NGER) system. The first reporting year under the NGER Act commenced on 1 July 2008 with corporations required to report by 31 October 2009. The New Zealand Government is working through the reporting requirements for the New Zealand trading scheme.

Under the EU trading schemes, all flights arriving or departing from EU member state aerodromes will be required to account for carbon emissions produced within each flight sector (i.e. 1 sector = Singapore to London), from January 1, 2012 (irrespective of the nationality of the operator). This will cover the following Qantas Group return sectors:

- Singapore to London
- Singapore to Frankfurt
- Bangkok to London
- Hong Kong to London.

The design of EU scheme will introduce competitive distortion amongst carriers operating into the EU.

Qantas is required to provide an Emissions Monitoring, Reporting and Verification (MRV) Plan by 31 August 2009 to apply for free allowances in 2012.

Risks:

- The introduction of significant compliance costs for the Group emanating from a mandatory carbon price and embedded carbon cost in other inputs.
- The financial impact will be dependent upon the group's ability to 'pass through' carbon cost and will be dependent upon market and competitive conditions and whether Qantas is afforded transitional assistance under these schemes.

Qantas Group management response:

Qantas established a Group-wide Emissions Trading Taskforce in 2007, jointly sponsored by the Chief Financial Officer (CFO) and Chief Risk Officer (CRO). The taskforce is comprised of cross functional specialists to review and understand business risks and opportunities presented by the three emissions trading schemes and to ensure business readiness.

Going forward, the Taskforce is focused on the following priorities:

- Mitigating Qantas' forward emissions profile in line with strategic imperatives where possible
- Embedding a carbon price into business decisions and strategic planning
- Developing a carbon abatement strategy to determine lowest cost compliance carbon liability under different compliance regimes
- Identifying and mitigating carbon-regulatory risks such as differences in international policies and Australian policies governing the emission-reduction project, such as project approval validation and verification.
- Ensuring compliance with associated reporting requirements to mitigate the potential of litigation risks or non-compliance penalties.

Qantas has calculated its current and forward emissions profile and has plans in place to mitigate and/or manage impacts.

With regard to international aviation emissions, Qantas continues to press for a harmonised and equitable approach to eliminate competitive distortions between airlines, industries and regimes and give airlines 'time to adapt' by phasing in obligations. Qantas supports the leadership role of ICAO and progress is being made at an industry level.

Qantas continues to implement its broad environmental improvement agenda which includes the robust measurement and transparent reporting of our carbon footprint; continued major investment in advanced technologies and fuel efficient aircraft, a continuous focus on fuel conservation and the provision of voluntary carbon offsetting

tools for our customers, and active leadership in the development of sustainable aviation fuels that are commercially viable and generate lower carbon emissions over the 'life cycle'.

#### b). Mandatory carbon reporting

The Qantas Group is obliged to report under the National Greenhouse and Energy Reporting Act 2007 (the Act). The first report is to be submitted by 31st October 2009 for financial year 2008/09.

Qantas Group response:

The Qantas Group has been publicly reporting its carbon emissions since 2006. Significant effort has gone into setting up data capture systems for operations. The Qantas Group is well prepared for mandatory reporting. The Qantas Group has engaged external specialists to define the scope for NGER reporting and to conduct assurance work required for compliance. Climate Change data has been independently reviewed by the Group's external auditors and was included in Annual Report 2008. This ensures that the Qantas Group meets the reporting obligations and reduces the likelihood of data integrity risk.

Further information

### 2. Physical Risks: (CDP6 1(a)(ii))

2.1 Is your company exposed to physical risks from climate change?

We consider our company to be exposed to physical risks.

Aviation is at risk over the long-term:

- Flight planning - we recognise that global warming may lead to a change in weather patterns and specifically potentially impact the jet stream. If this were to happen, there could be operational impacts on some of our longer international sectors.
- Commercial impacts associated with deterioration of natural tourism assets

Qantas Group response:

While the Qantas Group has no direct control over many of the physical risks (eg rising sea levels) related to climate change, it focuses on monitoring these risks, diversifying its operations and enhancing its crisis response capabilities.

The Qantas Group has launched a challenging broad based fuel conservation program and expanded this to include other energy, water and waste reduction targets to manage the Group's environmental footprint ('begreen').

The Qantas Group has donated \$2 million to the Qantas Foundation Environmental Sustainability Fund to support environmental conservation programs. In 2008, the Qantas Foundation donated A\$100,000 to the Great Barrier Reef Foundation (GBRF) to help fund research that will assist scientists in implementing an action plan to protect and preserve the future of the Great Barrier Reef. In 2009 The Qantas Foundation provided A\$100,000 in cash to fund major Landcare and Coastcare projects in Victoria, Tasmania and the Northern Territory. Water sustainability is a priority environmental issue for Australia because Australia's river systems and estuaries are central to agriculture, biodiversity, urban and rural water supply, human health, culture and community.

Qantas also supports wildlife protection and assistance programs including assisting in saving the Tasmania Devi from extinction through research scholarships at the University of Tasmania, and raising funds for causes like the 'Ecocean' Whale Shark conservation program.

The 'Qantas Award for Excellence in Sustainable Tourism' was launched in February 2008 at the Qantas Australian Tourism Awards in Canberra. This annual Award along with a series of seminars is designed to support tourism businesses that protect, enhance and promote Australia's distinctive destinations and environment.

Further information

### 3. Other Risks: (CDP6 1(a)(iii))

3.1 Is your company exposed to other risks as a result of climate change?

We consider our company to be exposed to other risks.

Yes. Emerging risks associated with reputation and modal switching.

As a large emitter, a perceived lack of action by the Qantas Group could result in brand damage. Until sustainable aviation fuel is available, aviation will be carbon intensive. Delays in the most fuel efficient aircraft - A380 and B787 will also impact carbon efficiency performance. In Europe, customers could switch to alternative destinations, different transport modes such as car or rail. New technology such as videoconferencing may be used as a substitute for face-to-face business meetings.

Further information

### 4. Regulatory Opportunities: (CDP6 1(b)(i))

4.1 Do regulatory requirements on climate change present opportunities for your company?

Regulatory requirements present opportunities for my company.

These requirements increase the focus on reducing energy costs and promotes innovation. Examples of innovation include:

- On-going focus on fuel conservation initiatives including optimising flight paths with Global Positioning System (GPS) technology; optimising speed based on daily

variations in wind, temperature and weight through variable cost index flight planning; reducing weight onboard aircraft; and switching to group power when aircraft is at terminal.

- Stakeholder engagement and the development of long-term relationships which foster innovation. Examples include:

- o Qantas was a participant in a joint initiative with Airservices Australia and the Asia and South Pacific Initiative to Reduce Emissions Group (ASPIRE). ASPIRE involves Airservices Australia, the United States Federal Aviation Administration and Airways New Zealand working with airlines (including Qantas) on a series of demonstration flights to highlight the potential for reducing emissions on trans-Pacific flights.

- o The introduction of Required Navigation Performance (RNP), of which Qantas is a leader. This is an initiative where Global Positioning Satellite (GPS) is used to precisely position aircraft. Qantas participated in a project with Airservices Australia which included Qantas Boeing 737s flying 1,612 approaches into Brisbane which reduced the normal distance flown by 17,300 nautical miles and resulted in savings of 650,000kg of CO2 emissions and noise emissions.

- Jetstar's Jetsaver Light offering is a new fare that provides customers with the option of travel with only carry-on baggage for a lower fare price and is focused on reducing the operating weight of aircraft and thus reducing fuel requirements.

- Energy efficiency initiatives which reduce costs. Less consumption reduces exposure to increase input costs (such as jet fuel, electricity and other resources) and the costs associated with related emissions.

- Qantas also sees climate change as an opportunity to work with local businesses and communities to adapt to changing environmental conditions. This includes the introduction, in tandem with a national education campaign of the Qantas Award for Excellence in Sustainable Tourism in 2008, which encourages businesses to implement environmentally sustainable business practices and the creation of an Environmental Sustainability Fund through the Qantas Foundation to support charities that set out to improve the environment (including the Great Barrier Reef Foundation and Landcare). Refer to the answer to question 2 for more details.

- The launch in September 2007 of a Greenhouse Friendly™ accredited carbon offset program that allows Qantas and Jetstar passengers to calculate and offset their share of flight emissions when making a booking. All contributions go towards Australia-based Greenhouse Friendly™ accredited abatement programs which either remove greenhouse gases from the atmosphere or avoid their release. By the end of the first year of the program's operation, Qantas and Jetstar passengers had elected to offset more than 66,000 tonnes of greenhouse gases. Qantas also paid for an additional 40,000 tonnes of offsets as part of a Fly Carbon Neutral Day on 19 September 2008, where it offset carbon emissions of every international and domestic Qantas Group flight.

In November 2008, Qantas further enhanced its offsetting program integrating it with the qantas.com booking engine and offering customers the opportunity to pay with frequent flyer points. There has been a significant increase in uptake.

Further information

## 5. Physical Opportunities: (CDP6 1(b)(ii))

5.1 Do physical changes resulting from climate change present opportunities for your company?

Physical changes do not present opportunities for my company.

No significant physical opportunities have been identified to date.

Further information

## 6. Other Opportunities: (CDP6 1(b)(iii))

6.1 Does climate change present other opportunities for your company?

Climate change presents other opportunities for my company.

Accelerating aviation's transition to renewable fuels.

The climate change agenda provides the opportunity for the Group to demonstrate its ability to adapt and react to this fundamental change and to position the Qantas Group as a responsible corporate citizen to differentiate Qantas amongst its competitors.

Further information

## Greenhouse Gas (GHG) Emissions Accounting, Emissions Intensity, Energy and Trading

### 7. Reporting Year (CDP6 Q2(a)(ii))

Information about how to respond to this section may be found in "The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)" developed by the World Resources Institute and the World Business Council for Sustainable Development ("the GHG Protocol"), see <http://www.ghgprotocol.org/>. ISO 14064-1 is compatible with the GHG Protocol as are a number of regional/national programme protocols. For more information see <http://www.ghgprotocol.org/> and use the guidance button above.

Please provide CDP with responses to questions 7, 8, 9, 10.1, 10.2, 11.1 and 11.2 for the three years prior to the current reporting year if you have not done so before or if this is the first time you have answered a CDP information request. Please work backwards from the current reporting year, so that you enter data for your oldest reporting period last.

Questions 10.1, 10.2, 11.1, and 11.2 are on subsequent webpages and the dates that you give in answer to question 7 will be carried forwards to automatically populate those webpages.

7.1. Please state the start date and end date of the year for which you are reporting GHG emissions.

Start date: 01 July 2007

End date: 30 June 2008

Financial accounting year: 01 July 2007

8. Reporting Boundary: (CDP6 Q2(a)(i))

8.1. Please indicate the category that describes the company, entities, or group for which Scope 1 and Scope 2 GHG emissions are reported.

Companies over which financial control is exercised – per consolidated audited Financial Statements.

8.2. Please state whether any parts of your business or sources of GHG emissions are excluded from your reporting boundary.

The reporting boundary for this CDP is based on 100% financial control for the Qantas Group in Australia (unless where indicated). These include Jetstar, QantasLink, Q Catering, Qantas Freight, Express Ground Handling, and Qantas Defence Services. More than 90% of employees are located in Australia.

Joint ventures and non-wholly owned subsidiaries are not included in this CDP, such as Australian air Express, Star Track Express, and overseas intra-Asia airlines: Jetstar Asia and Valuair. The Qantas Group is considering expanding the scope of its reporting in future (where practical).

The emissions data in this CDP covers Scope 1 and Scope 2 GHG emissions.

9. Methodology: (CDP6 Q2(a)(iii))

9.1. Please describe the process used by your company to calculate Scope 1 and Scope 2 GHG emissions including the name of the standard, protocol or methodology you have used to collect activity data and calculate Scope 1 and Scope 2 GHG emissions.

Please provide your answer in the text box. In addition to this description, if relevant, select a methodology from the list of published methodologies. This will aid automated analysis of the data.

a) Aviation fuel - data collection and reporting process:

The total aviation kerosene consumed by the Qantas Group flying businesses includes Qantas Airlines, Jetstar, Regionals and Freight.

Flight schedule information is exported directly to the above flying businesses operational systems. Simultaneously, suppliers' fuel dockets are imported directly into the accounting system. Accounts Payable verify fuel invoices (fuel purchased) against flight schedules (flights and flying hours) to ensure fuel purchased matches fuel consumed.

Aviation fuel Co2 calculation:

The amount of Co2 generated from aviation fuel consumption  
= aviation fuel consumption \* 0.78 \* 3.15

- Density specification for Jet-A1 Aviation Fuel jet fuel is 0.78 kg
- Carbon Dioxide Emission value is 3.15kg Co2 per 1KG of Jet-A1 Aviation Fuel burned

Please refer to Question 9.3 for references.

Aviation fuel Co2e calculation:

The amount Carbon Dioxide Equivalent (CO2-e) generated from aviation fuel consumption.

= aviation fuel consumption \* NGA emission factor for Aviation Turbine Emission Factor Scope 1

= aviation fuel consumption \* 2.6

Please refer to Question 9.3 for references.

b) Ground fuel (petrol and diesel) - data collection and reporting process: Ground fuel consists of diesel and unleaded petrol used by Qantas Group Airport ground vehicles in Australia only. Ground fuel suppliers invoice Accounts Payable for the actual deliveries for the month. Accounts Payable reconcile volumes consumed against invoice data.

Ground fuel (petrol and diesel) Co2-e calculation:

The amount of Carbon Dioxide Equivalent (CO2 -e) emissions generated by Qantas Group airport ground vehicles.

= ground fuel consumption \* NGA emission factor for transport fuels, emission factor Scope 1 – motor gasoline (petrol) or diesel (automotive diesel oil).

Co2-e emission from ground fuel unleaded consumption  
= ground fuel unleaded \* 2.3

Co2-e emission from ground fuel diesel consumption  
= ground fuel diesel \* 2.7

Please refer to Question 9.3 for references.

c) Natural gas - data collection and reporting process:

The Qantas Group uses an external service provider for utilities data management and reporting. The external service provider liaises directly with energy suppliers,

validate and check invoices to identify any errors and to follow up exceptions if they arise. Data trends and analysis is reported through an online reporting tool.

d) Scope 2 emissions – electricity data collection and reporting progress:

Electricity consumption data is collected by an external service provider and the process is same as natural gas.

Scope 2 emissions – electricity Co2e calculation:

The amount of Carbon Dioxide Equivalent (CO<sub>2</sub> -e) emissions generated by Electricity.

The amount of Carbon Dioxide Equivalent (CO<sub>2</sub> -e) emissions =

= Total of each state (electricity consumption (based by state) \* NGA emission factor Scope 2 for electricity consumption.

Select methodologies:

National Greenhouse Accounts (NGA) factors January 2008, issued by Australia Government, Department of Climate Change

Please also provide:

9.2 Details of any assumptions made.

a) Aviation fuel – accrual method

An accrual is calculated by flying hours by the forecast burn rate to address any timing issues of invoices not yet received. Actual volumes are compared against forecast for reasonableness and explanation of variances. When invoices are received, data is revised for actual consumption.

Monthly actual and forecast aviation fuel consumption data from flying segments are signed off by each flying businesses finance team. These reports are forwarded to Treasury on monthly basis for fuel hedging purpose and to fuel conservation team for fuel efficiency management.

b) Ground fuel (petrol and diesel) – assumption

The volumes reported are actual deliveries for the month and do not necessarily reflect the usage.

c) Natural gas – accrual method

If data is received after the reporting date, accruals are made by the external service provider. Accrual volumes are provided by (external provider) who calculates the accrual volumes using their algorithms and based on individual supplier accounts.

An accrual is calculated by backward proportioning of the accrual volumes based on days outstanding.

Independent review by an external auditor indicated that the accruals were within 5% tolerance range.

d) Scope 2 emissions – electricity accrual method

Accrual method is the same as for natural gas above.

9.3 The names of and links to any calculation tools used.

a) Aviation fuel - Co<sub>2</sub>

- Density specification for Jet-A1 Aviation Fuel jet fuel - 0.78 kg \*(1)
- Carbon Dioxide Emission value 3.15kg Co<sub>2</sub> per 1KG of Jet-A1 Aviation Fuel burned - 3.15 \*(2)

\*(1) The JIG AFQRJOS latest issue density specifications for jet fuel are: 775.0 - 840.0 kg/m<sup>3</sup>  
Joint Inspection Group, 2008, Aviation Fuel Quality Requirements for Jointly Operated Systems, Issue 23 – 8th July 2008, viewed 25 July 2008.  
[http://jigtraining.org/jigtraining/\(h4ij0vagot421b45eqeiweqf\)/Internet](http://jigtraining.org/jigtraining/(h4ij0vagot421b45eqeiweqf)/Internet)

\*(2) IPCC Special Report provided comprehensive assessment of the effects of aviation on the global atmosphere, the carbon dioxide emission value for aviation industry is 3.15.

a) Aviation fuel - Co<sub>2</sub>e

The Australian Government, Department of Climate Change issued the fuel combustion emission factors for Aviation Turbine Scope 1, transport fuels is 2.6 (refer to table 3, page 14 of the Australian Government Department of Climate Change's National Greenhouse Accounts (NGA) Factor Workbook, January 2008).

b) Ground fuel (unleaded and diesel) - Co<sub>2</sub>-e

NGA emission factor for transport fuels for emission factor Scope 1 – motor gasoline (petrol) or diesel (automotive diesel oil) 2.3 for unleaded, 2.7 for diesel oil.

Please refer to the same table mentioned above for ground fuel emissions factors.

NGA Emission factor for the consumption of natural gas, for small user, the emission factor is 51.3, the same for all Australia states.  
Please refer to Table 2, p13 of the NGA workbook January 2008 (as referenced previously).

c) Electricity – Co<sub>2</sub>-e

NGA emission factor Scope 2 for the consumption of electricity, indirect emission factors for consumption of purchased electricity from the grid – for end users (not distributor) varies in different states.

Please refer to NGA workbook January 2008, Table 5, pg 16 (as referenced previously) – see 9.1(d)

Select calculation tools:

National Greenhouse Accounts (NGA) factors January 2008, issued by Australia Government, Department of Climate Change

9.4 The global warming potentials you have applied and their origin.

The Qantas Group uses National Greenhouse Accounts (NGA) Factors issued by the Australian Government's Department of Climate Change.

9.5 The emission factors you have applied and their origin.

Please refer to Question 9.3 and 9.4.

Further information

[http://cdp.cdproject.net/attachedfiles/Responses/52918/11835/NGA Workbook-Jan 2008.pdf](http://cdp.cdproject.net/attachedfiles/Responses/52918/11835/NGA%20Workbook-Jan%202008.pdf)

## 10. Scope 1 Direct GHG Emissions: (CDP6 Q2(b)(i))

Instructions for question 10 and question 11 (following page)

When providing answers to questions 10 and 11, please do not deduct offset credits, Renewable Energy Certificates etc, or net off any estimated avoided emissions from the export of renewable energy, carbon sequestration (including enhanced oil recovery) or from the use of goods and services. Opportunities to provide details of activities that reduce or avoid emissions are provided elsewhere in the information request.

Carbon dioxide emissions from biologically sequestered carbon e.g. carbon dioxide from burning biomass/biofuels should be reported separately from emissions Scopes 1, 2 and 3. If relevant, please report these emissions in question 15. However, please do include any nitrous oxide or methane emissions from biomass/biofuel combustion in your emissions under the three scopes.

Please answer the following questions using Table 1.

Please provide:

10.1. Total gross global Scope 1 GHG emissions in metric tonnes of CO<sub>2</sub>-e

Please break down your total gross global Scope 1 emissions by:

10.2. Country or region

Please provide CDP with responses to questions 10.1 and 10.2 for the three years prior to the current reporting year if you have not done so before or if this is the first time you have answered a CDP information request. Please work backwards from the current reporting year, so that you enter data for your oldest reporting period last. Table 1 (below) and table 5 (Q11.1 and 11.2) will be automatically populated with the dates that you give in answer to 7.1.

Electric utilities should report emissions by country/region using the table in question EU3.

Table 1 - Please use whole numbers only. Use the "Other" option in the drop down menu to enter the name of a region.

Reporting year Q7.1 Start date	01/07/2007
Reporting year Q7.1 End date	30/06/2008
10.1 Total gross global Scope 1 GHG emissions in metric tonnes CO <sub>2</sub> -e	12627695
<b>10.2 Gross Scope 1 emissions in metric tonnes CO<sub>2</sub>-e by country or region</b>	
Australia	
Rest of World	

Your answer to question 10.1 will be automatically carried forward to tables 2 and 3 below if you add a country or region in answer to 10.2 or press "Save" at the end of the page.

Please tick the box if your total gross global Scope 1 figure (Q10.1) includes emissions that you have transferred outside your reporting boundary (as given in answer to 8.1). Please report these transfers under 13.5.

Where it will facilitate a better understanding of your business, please also break down your total global Scope 1 emissions by:

- 10.3. Business division
- and/or
- 10.4. Facility

10.3. Business division (only data for the current reporting year requested)

Table 2 - Please use whole numbers only.

Business Divisions - Enter names below	Scope 1 Metric tonnes CO2-e
<b>Total gross global Scope 1 GHG emissions in metric tonnes CO<sub>2</sub>-e - answer to question Q10.1</b>	<b>12627695</b>
Aviation (Jet-A1)	12608518
Ground vehicles (Australia operations)	19177

10.4. Facility (only data for the current reporting year requested)

Table 3 - Please use whole numbers only.

Facilities - Enter names below	Scope 1 Metric tonnes CO2-e
<b>Total gross global Scope 1 GHG emissions in metric tonnes CO<sub>2</sub>-e - answer to question Q10.1</b>	<b>12627695</b>

10.5. Please break down your total global Scope 1 GHG emissions in metric tonnes of the gas and metric tonnes of CO<sub>2</sub>-e by GHG type. (Only data for the current reporting year requested.)

Table 4 - Please use whole numbers only.

Scope 1 GHG Type	Unit	Quantity
CO <sub>2</sub>	Metric tonnes	
CH4	Metric tonnes	
CH4	Metric tonnes CO <sub>2</sub> -e	
N2O	Metric tonnes	
N2O	Metric tonnes CO <sub>2</sub> -e	
HFCs	Metric tonnes	
HFCs	Metric tonnes CO <sub>2</sub> -e	
PFCs	Metric tonnes	
PFCs	Metric tonnes CO <sub>2</sub> -e	
SF6	Metric tonnes	
SF6	Metric tonnes CO <sub>2</sub> -e	

10.6. If you have not provided any information about Scope 1 emissions in response to the questions above, please explain your reasons and describe any plans you have for collecting Scope 1 GHG emissions information in future.

N/A

Further information

The Group only discloses CO2 as this is the most significant portion of CO2-e.

## 11. Scope 2 Indirect GHG Emissions: (CDP6 Q2(b)(i))

Important note about emission factors where zero or low carbon electricity is purchased:

The emissions factor you should use for calculating Scope 2 emissions depends upon whether the electricity you purchase is counted in calculating the grid average emissions factor or not – see below. You can find this out from your supplier.

Electricity that IS counted in calculating the grid average emissions factor:

Where electricity is sourced from the grid and that electricity has been counted in calculating the grid average emissions factor, Scope 2 emissions must be calculated using the grid average emissions factor, even if your company purchases electricity under a zero or low carbon electricity tariff.

Electricity that is NOT counted in calculating the grid average emissions factor:

Where zero or low carbon electricity is sourced from the grid or otherwise transmitted to the company and that electricity is not counted in calculating the grid average, the emissions factor specific to that method of generation can be used, provided that any certificates quantifying GHG-related environmental benefits claimed for the electricity are not sold or passed on separately from the electricity purchased.

[Click here](#) to see the instructions from the previous page on answering question 11.

Please answer the following questions using Table 5.

Please provide:

11.1. Total gross global Scope 2 GHG emissions in metric tonnes of CO<sub>2</sub>-e.

Please break down your total gross global Scope 2 emissions by:

11.2. Country or region

Please provide CDP with responses to questions 11.1 and 11.2 for the three years prior to the current reporting year if you have not done so before or if this is the first time you have answered a CDP information request. Please work backwards from the current reporting year, so that you enter data for your oldest reporting period last. Table 5 will be automatically populated with the dates that you gave in answer to 7.1.

Table 5 - Please use whole numbers only. Use the "Other" option in the drop down menu to enter the name of a region.

Reporting year Q7.1 Start date	01/07/2007
Reporting year Q7.1 End date	30/06/2008
11.1 Total gross global Scope 2 GHG emissions in metric tonnes CO <sub>2</sub> -e	237789
11.2 Gross Scope 2 emissions in metric tonnes CO <sub>2</sub> -e by country or region	
Australia	237789

Your answer to 11.1 will be automatically carried forward to tables 6 and 7 below if you add a country or region in answer to 11.2 or press "Save" at the end of the page.

Where it will facilitate a better understanding of your business, please also break down your total global Scope 2 emissions by:

11.3. Business division

and/or

11.4. Facility

11.3. Business division (only data for the current reporting year requested)

Table 6 - Please use whole numbers only.

Business Divisions - Enter names below	Scope 2 Metric tonnes CO <sub>2</sub> -e
Total gross global Scope 2 GHG emissions in metric tonnes CO <sub>2</sub> -e - answer to question Q11.1	237789

11.4. Facility (only data for the current reporting year requested)

Table 7 - Please use whole numbers only.

Facilities - Enter names below	Scope 2 Metric tonnes CO <sub>2</sub> -e
Total gross global Scope 2 GHG emissions in metric tonnes CO <sub>2</sub> -e - answer to question Q11.1	237789

11.5. If you have not provided any information about Scope 2 emissions in response to the questions above, please explain your reasons and describe any plans you have for collecting Scope 2 GHG emissions information in future.

Further information

## 12. Contractual Arrangements Supporting Particular Types of Electricity Generation: (CDP6 Q2(b)(i)- Guidance)

12.1. If you consider that the grid average factor used to report Scope 2 emissions in question 11 does not reflect the contractual arrangements you have with electricity suppliers, (for example, because you purchase electricity using a zero or low carbon electricity tariff), you may calculate and report a contractual Scope 2 figure in response to this question, showing the origin of the alternative emission factor and information about the tariff.



12.2. If you retire any certificates (eg: Renewable Energy Certificates) associated with zero or low carbon electricity, please provide details.

Further information

### 13. Scope 3 Other Indirect GHG Emissions: (CDP6 Q2(c))

For each of the following categories, please:

- Describe the main sources of emissions,
- Report emissions in metric tonnes of CO<sub>2</sub>-e,
- state the methodology, assumptions, calculation tools, databases, emission factors (including sources) and global warming potentials (including sources) you have used for calculating emissions.

Notes about question 13

When providing answers to question 13, please do not deduct offset credits, Renewable Energy Certificates etc, or net off any estimated avoided emissions from the export of renewable energy, carbon sequestration (including enhanced oil recovery) or from the use of goods and services. Opportunities to provide details of activities that reduce or avoid emissions are provided elsewhere in the information request.

Carbon dioxide emissions from biologically sequestered carbon e.g. carbon dioxide from burning biomass/biofuels should be reported separately from emissions Scopes 1, 2 and 3. If relevant, please report these emissions in question 15. However, please do include any nitrous oxide or methane emissions from biomass/biofuel combustion in your emissions under the three scopes.

#### 13.1 Employee business travel

Describe the main sources of emissions

[Our employees' business travel is included in our overall emissions.](#)

Emissions in metric tonnes CO<sub>2</sub>-e.

State the methodology, assumptions, calculation tools, databases, emission factors (including sources) and global warming potentials (including sources) you have used for calculating emissions.

#### 13.2. External distribution/logistics

Describe the main sources of emissions

Emissions in metric tonnes CO<sub>2</sub>-e.

State the methodology, assumptions, calculation tools, databases, emission factors (including sources) and global warming potentials (including sources) you have used for calculating emissions.

#### 13.3 Use/disposal of company's products and services

For auto manufacture and auto component companies – please refer to the additional questions for these sectors before completing question 13.3.

Describe the main sources of emissions

Emissions in metric tonnes CO<sub>2</sub>-e.

State the methodology, assumptions, calculation tools, databases, emission factors (including sources) and global warming potentials (including sources) you have used for calculating emissions.

#### 13.4 Company supply chain

Describe the main sources of emissions

Emissions in metric tonnes CO<sub>2</sub>-e.

State the methodology, assumptions, calculation tools, databases, emission factors (including sources) and global warming potentials (including sources) you have used for calculating emissions.

#### 13.5 Other

If you are reporting emissions that do not fall into the categories above, please categorise them into transferred emissions and non-transferred emissions (please see guidance for an explanation of these terms).

Please report transfers in the first three input fields and non-transfers in the last three input fields.

##### Transfers

Describe the main sources of emissions

##### Transfers

Report emissions in metric tonnes of CO<sub>2</sub>-e.

##### Transfers

State the methodology, assumptions, calculation tools, databases, emission factors (including sources) and global warming potentials (including sources) you have used for calculating emissions.

##### Non-transfers

Describe the main sources of emissions

##### Non-transfers

Report emissions in metric tonnes of CO<sub>2</sub>-e.

##### Non-transfers

State the methodology, assumptions, calculation tools, databases, emission factors (including sources) and global warming potentials (including sources) you have used for calculating emissions.

13.6 If you have not provided information about one or more of the categories of Scope 3 GHG emissions in response to the questions above, please explain your reasons and describe any plans you have for collecting Scope 3 indirect emissions information in future.

[Scope 1 and Scope 2 comprise nearly all of the Qantas Group's emissions. Mitigation activities focus heavily on reducing these types of emissions.](#)

Further information

#### 14. Emissions Avoided Through Use Of Goods And Services (New for CDP 2009)

14.1. If your goods and/or services enable GHG emissions to be avoided by a third party, please provide details including the estimated avoided emissions, the anticipated timescale over which the emissions are avoided and the methodology, assumptions, emission factors (including sources), and global warming potentials (including sources) used for your estimations.

Further information

#### 15. Carbon Dioxide Emissions from Biologically Sequestered Carbon: (New for CDP 2009)

An example would be carbon dioxide from burning biomass/biofuels.

15.1. Please provide the total global carbon dioxide emissions in metric tonnes CO<sub>2</sub> from biologically sequestered carbon.

Emissions in metric tonnes CO<sub>2</sub> - Please use whole numbers only

Further information

The Qantas Group paid to offset carbon emissions of every international and domestic Qantas Group flight on 19 September 2008, Fly Carbon Neutral Day, by planting 90,000 Mallee Eucalyptus trees on two properties in central New South Wales in conjunction with CO2 Australia; and offset emissions for all employees travelling for business purposes and its ground transport vehicles.

## 16. Emissions Intensity: (CDP6 Q3(b))

16.1. Please supply a financial emissions intensity measurement for the reporting year for your combined Scope 1 and 2 emissions.

Please describe the measurement.

16.1.1. Give the units. For example, the units could be metric tonnes of CO<sub>2</sub>-e per million Yen of turnover, metric tonnes of CO<sub>2</sub>-e per US\$ of profit, metric tonnes of CO<sub>2</sub>-e per thousand Euros of turnover.

16.1.2. The resulting figure.

Use a decimal point if necessary. Please use a "." rather than a ",", i.e. please write 15.6 rather than 15,6

16.2. Please supply an activity related intensity measurement for the reporting year for your combined Scope 1 and 2 emissions.

Please describe the measurement.

16.2.1. Give the units e.g. metric tonnes of CO<sub>2</sub>-e per metric tonne of output or for service sector businesses per unit of service provided.

16.2.2. The resulting figure.

Use a decimal point if necessary. Please use a "." rather than a ",", i.e. please write 15.6 rather than 15,6

95

Further information

CO2 Revenue Tonne Kilometres (RTKs) is selected to be the most activity emission intensity measure for Qantas Airlines. In 2008, this figure was 95.0. Please refer to the Qantas Sustainability Report 2008, page 23 for a breakdown by year.

## 17. Emissions History: (CDP6 Q2(f))

17.1. Do emissions for the reporting year vary significantly compared to previous years?

No - Please go to question 18.

If the answer to 17.1 is Yes:

17.1.1. Estimate the percentage by which emissions vary compared with the previous reporting year.

This box will accept numerical answers containing a decimal point. Please use "." not ",", i.e. write 10.6, not 10,6.

3.49 %

Have the emissions increased or decreased?

Increased

Further information

No, Co2-e emissions has increased slightly, but directly linked to activity. Please refer to the Qantas Group Sustainability Report 2008 for details.

#### 18. External Verification/Assurance: (CDP6 Q2(d))

18.1. Has any of the information reported in response to questions 10 – 15 been externally verified/assured in whole or in part?

Yes, it has been externally verified/assured in whole or in part. (Please continue with questions 18.2 to 18.5)

It would aid automated analysis of responses if you could select responses from the tick boxes below. However, please use the text box provided if the tick boxes menu options are not appropriate.

18.2. State the scope/boundary of emissions included within the verification/assurance exercise.

Scope 1 Q10.1

Please use the text box below to describe the scope/boundary of emissions included within the verification/assurance exercise if the tick box menu options above are not applicable.

The Qantas Group.

18.3. State what level of assurance (eg: reasonable or limited) has been given.

Limited assurance in 2007/08. The Qantas Group will move to reasonable assurance to align with National Greenhouse and Energy Reporting (NGER) Act assurance requirements from 2008/09.

18.4. Provide a copy of the verification/assurance statement.

Please attach a copy/copies.

<http://cdp.cdproject.net/attachedfiles/Responses/52918/11850/KPMG Assurance letter 2008.pdf>

18.5. Specify the standard against which the information has been verified/assured.

Qantas Group sustainability performance data is independently reviewed by KPMG in accordance with the International Standard on Assurance Engagements ISAE 3000, 'Assurance Engagements other than Audits or Reviews of Historical Financial Information' and with Australian Auditing Standards AUS 108 'Assurance Engagements' and AUS 902 'Review of Financial Reports'.

18.6. If none of the information provided in response to questions 10-15 has been verified in whole or in part, please state whether you have plans for GHG emissions accounting information to be externally verified/assured in future.

Further information

#### 19. Data Accuracy: (CDP6 Q2(e) – New wording for CDP 2009)

19.1. What are the main sources of uncertainty in your data gathering, handling and calculations e.g.: data gaps, assumptions, extrapolation, metering/measurement inaccuracies etc?

If you do not gather emissions data, please select emissions data is NOT gathered and proceed to question 20.

Emission data is gathered.

When energy or utilities consumption charges are included in a one off lease usage payment, there are challenges to capture the estimated consumption data.

Timeliness of data can be an issue for reporting on a monthly basis. It is common for consumption invoices to have up to a three month lag so the accuracy of the accrual methods becomes paramount.

19.2. How do these uncertainties affect the accuracy of the reported data in percentage terms or an estimated standard deviation?

Data collected is within KPMG's materiality tolerance range, less than 5%.

19.3. Does your company report GHG emissions under any mandatory or voluntary scheme (other than CDP) that requires an accuracy assessment?

Yes (Please answer the following questions - 19.3.1, 19.3.2).

19.3.1 Please provide the name of the scheme.

Other

Yes, the Qantas Group will be required to report on GHG emissions to the Australian and New Zealand and the UK DECC as part of EU reporting obligations.

19.3.2. Please provide the accuracy assessment for GHG emissions reported under that scheme for the last report delivered.

Each scheme has formal verification protocols which require independent external assurance.

Further information

## 20. Energy and Fuel Requirements and Costs: (New for CDP 2009)

Please provide the following information for the reporting year:

Cost of purchased energy

20.1. The total cost of electricity, heat, steam and cooling purchased by your company.

Select currency

20.1.1. Please break down the costs by individual energy type.

Table 8 - The "Cost" column will not accept text. Please use whole numbers only.

Energy type	Cost	Currency
Electricity		
Heat		
Steam		
Cooling		

Cost of purchased fuel

20.2. The total cost of fuel purchased by your company for mobile and stationary combustion.

3602000000

Select currency

Australian dollar

20.2.1. Please breakdown the costs by individual fuel type.

Table 9 - The cost column will not accept text. Please use whole numbers only.

Mobile combustion fuels	Cost	Currency

  

Stationary combustion fuels	Cost	Currency

Energy and fuel inputs

The following questions are designed to establish your company's requirements for energy and fuel (inputs). Please note that MWh is our preferred unit for answers as this helps with comparability and analysis. Although it is usually associated with electricity, it can equally be used to represent the energy content of fuels (see CDP 2009 Reporting Guidance for further information on conversions to MWh).

#### Purchased energy input

20.3 Your company's total consumption of purchased energy in MWh.

Please use whole numbers only.

#### Purchased and self produced fuel input

20.4. Your company's total consumption in MWh of fuels for stationary combustion only. This includes purchased fuels, as well as biomass and self-produced fuels where relevant.

Please use whole numbers only.

In answering this question and the one below, you will have used either Higher Heating Values (also known as Gross Calorific Values) or Lower Heating Values (also known as Net Calorific Values).

Please state which you have used in calculating your answers.

20.4.1. Please break down the total consumption of fuels reported in answer to question 20.4 by individual fuel type in MWh.

Table 10 - Please use whole numbers only

Stationary combustion fuels	MWh
-----------------------------	-----

#### Energy output

In this question we ask for information about the energy in MWh generated by your company from the fuel that it uses. Comparing the energy contained in the fuel before combustion (question 20.4) with the energy available for use after combustion will give an indication of the efficiency of your combustion processes, taking your industry sector into account.

20.5. What is the total amount of energy generated in MWh from the fuels reported in question 20.4?

Please use whole numbers only.

20.6. What is the total amount in MWh of renewable energy, excluding biomass, that is self-generated by your company?

Please use whole numbers only.

#### Energy exports

This question is for companies that export energy that is surplus to their requirements. For example, a company may use electricity from a combined heat and power plant but export the heat to another organisation.

20.7. What percentage of the energy reported in response to question 20.5 is exported/sold by your company to the grid or to third parties?

Please use whole numbers only.

20.8. What percentage of the renewable energy reported in response to question 20.6 is exported/sold by your company to the grid or to third parties?

Please use whole numbers only.

#### Further information

21. EU Emissions Trading Scheme: (CDP6 Q2(g)(i) – New wording for CDP 2009)

Electric utilities should report allowances and emissions using the table in question EU5.

21.1. Does your company operate or have ownership of facilities covered by the EU Emissions Trading Scheme (EU ETS)?

[Yes \(Please answer the following questions - 21.2 to 21.4\)](#)

Please give details of:

21.2. The allowances allocated for free for each year of Phase II for facilities which you operate or own. (Even if you do not wholly own facilities, please give the full number of allowances).

Table 11 - Please use whole numbers only.

	2008	2009	2010	2011	2012
<b>Free allowances metric tonnes CO2</b>					

21.3. The total allowances purchased through national auctioning processes for the period 1 January 2008 to 31 December 2008 for facilities that you operate or own. (Even if you do not wholly own facilities, please give the total allowances purchased through auctions by the facilities for this period).

Total allowances purchased through auction

21.4. The total CO<sub>2</sub> emissions for 1 January 2008 to 31 December 2008 for facilities which you operate or own. (Even if you do not wholly own facilities, please give the total emissions for this period.)

Total emissions in metric tonnes

Further information

[Please refer to section 1 – regulatory risks](#)

## 22. Emissions Trading: (CDP6 Q2(g)(ii) - New wording for CDP 2009)

Electric utilities should read EU6 before answering these questions.

22.1. Please provide details of any emissions trading schemes, other than the EU ETS, in which your company already participates or is likely to participate within the next two years.

[We participate or anticipate participating in trading schemes other than the EU ETS in the next two years.](#)

[The Qantas Group will be subject to three emissions trading regimes in: Australia \(July 2011\), New Zealand \(January 2011\) and the European Union \(EU\) \(January 2012\). For details, please refer to section 1.1 – Regulatory risks.](#)

22.2. What is your overall strategy for complying with any schemes in which you are required or have elected to participate, including the EU ETS?

[Qantas established a Group-wide Emissions Trading Taskforce to address the different emission trading regime. For details, please refer to section 1.1 – Regulatory risks, under the Qantas Management response paragraph.](#)

Further information

## 22. Carbon credits

22.3. Have you purchased any project-based carbon credits?

[No. \(Please go to question 22.5\)](#)

Please indicate whether the credits are to meet one or more of the following commitments:

Please also:

22.4 Provide details including the type of unit, volume and vintage purchased and the standard/scheme against which the credits have been verified, issued and retired (where applicable).

[N/A](#)

22.5. Have you been involved in the origination of project-based carbon credits?

[No. \(Please go to question 22.7\)](#)

22.6. Please provide details including:

- Your role in the project(s),
- The locations and technologies involved,
- The standard/scheme under which the projects are being/have been developed,
- Whether emissions reductions have been validated or verified,
- The annual volumes of generated/projected carbon credits,
- Retirement method if used for own compliance or offsetting.

22.7. Are you involved in the trading of allowances under the EU ETS and/or project-based carbon credits as a separate business activity, or in direct support of a business activity such as investment fund management or the provision of offsetting services?

No. (Please go to question 23)

22.8. Please provide details of the role performed.

N/A

Further information

Performance

23. Reduction plans & goals: (CDP6 Q3(a))

23.1. Does your company have a GHG emissions and/or energy reduction plan in place?

Yes. (Please go to question 23.3)

23.2. Please explain why.

It would aid automated analysis of responses if you could select a response from the options below as well as using the text box. However, please just use the text box provided if the options are not appropriate.

If the menu options above are not appropriate, please answer the question using the text box below:

Goal setting

23.3. Do you have an emissions and/or energy reduction target(s)?

Yes. (Please answer the following questions)

23.4 What is the baseline year for the target(s)?

The following answer covers Question 23.3 to 23.7:

In 2007, the Qantas Group set a challenging environmental improvement target of a two million tonne efficiency saving of carbon dioxide emissions and a 7.5 per cent improvement in fuel efficiency by 2011.

In 2008, additional improvement targets were set (for fuel, energy, water and waste), although the focus will remain foremost on improvement in fuel efficiency as this will have the greatest operational and environmental benefits.

- 7.5% improvement in fuel efficiency (Fuel Burn / Revenue Tonne Kilometre) by June 2011.
- 2 million tonnes carbon emissions savings by June 2011. By this time, annual emissions will have been reduced by 870,000 tonnes compared to 2004/2005 consumption rates
- 10% reduction in electricity consumption by June 2011
- A greater than 25% improvement in emissions intensity by 2020.

23.5. What is the emissions and/or energy reduction target(s)?

23.6. What are the sources or activities to which the target(s) applies?

23.7. Over what period/timescale does the target(s) extend?



Further information

## 23. GHG emissions and energy reduction activities

23.8. What activities are you undertaking or planning to undertake to reduce your emissions/energy use?

Please refer to responses to question 2 (physical risks) and 6 (other opportunities) for planned activities including extensive fuel saving initiatives.

In addition, the Qantas Group launched environmental improvement program, begun in 2008, to create environmental awareness, engage staff in environmental activities and provide the framework and strategies for the Group's environmental management of fuel, energy, water and waste.

Initiatives include:

- reducing inflight waste;
- increasing recycling;
- improving the energy efficiency of our facilities;
- expanding the Group's network of environmental champions; and
- providing recognition and rewards to employees for environmental innovation through an eXcel award scheme.

Further information

## 23. Goal evaluation

23.9. What benchmarks or key performance indicators do you use to assess progress against the emissions/energy reduction goals you have set?

The Qantas Group target is compared against the baseline, to measure the efficiency improvement of different energy / fuel consumption. Performance is measured and reported to Executive Management on a monthly basis and communicated to the Board of Directors on a quarterly basis.

Further information

## 23. Goal achievement

23.10. What emissions reductions, energy savings and associated cost savings have been achieved to date as a result of the plan and/or the activities described above? Please state the methodology and data sources you have used for calculating these reductions and savings.

Qantas' fuel conservation program achieved its target of \$100 million efficiency savings over the last three years. And for the two financial years to 30 June 2008, Qantas has achieved efficiency savings of 1.3 million tonnes of carbon.

23.11. What investment has been required to achieve the emissions reductions and energy savings targets or to carry out the activities listed in response to question 23.8 and over what period was that investment made?

Table 13 - The "Investment number" column will not accept text. Please use whole numbers only.

Emission reduction target/energy saving target or activity	Investment number	Investment currency	Timescale
--	-------------------	---------------------	-----------

Further information

## 23. Goal planning & investment

Electric utilities should read the table in question EU3 for giving details of forecasted emissions.

23.12. What investment will be required to achieve the future targets set out in your reduction plan or to carry out the activities listed in response to question 23.8 above and over what period do you expect payback of that investment?

Table 14 - The "Number" column will not accept text. Please use whole numbers only.

Plan or action	Investment number	Investment currency	Payback
----------------	-------------------	---------------------	---------

23.13. Please estimate your company's future Scope 1 and Scope 2 emissions for the next five years for each of the main territories or regions in which you operate or provide a qualitative explanation for expected changes that could impact future GHG emissions.

If possible, please use table 15 below to structure your answer to the question or alternatively use the text box below.

Scope 1 forecasted emissions in Table 15 below are in the following units.

Scope 2 forecasted emissions in Table 15 below are in the following units.

Table 15 - The "Scope" columns will not accept text. Please use whole numbers only. Type in the name of the territory or region for which you are giving data and then press "Add Territory/Region". If giving a global figure instead of separate figures for regions or territories, please write "global" in the box labelled "Enter name of territory or region".

[Click here to see a sample table.](#)

Future reporting years:											
End date for year end DD/MM/YYYY											
Emission forecasts											
Scope 1		Scope 2		Scope 1		Scope 2		Scope 1		Scope 2	

23.14. Please estimate your company's future energy use for the next five years for each of the main territories or regions in which you operate or provide a qualitative explanation for expected changes that could impact future GHG emissions.

If possible, please use table 16 below to structure your answer to the question or alternatively use the text box below.

Table 16 - Please use whole numbers only. Type in the name of the territory or region for which you are giving data and a description of the data you are giving e.g. electricity consumption. Then press "Add Row". If giving a global figure instead of separate figures for regions or territories, please use the word "global". This table will also accept different types of units e.g. units of volume or mass.

[Click here to see a sample table.](#)

Future reporting years:											
End date for year end DD/MM/YYYY											
Energy use estimates for territory/region											
Number		Units		Number		Units		Number		Units	

23.15. Please explain the methodology used for your estimations and any assumptions made.

Further information

#### 24. Planning: (CDP6 Q3(c))

24.1. How do you factor the cost of future emissions into capital expenditures and what impact have those estimated costs had on your investment decisions?

[The capital expenditure planning process now incorporates inclusion of a mandatory carbon price.](#)

Further information

#### Governance

#### 25. Responsibility: (CDP6 Q4(a))

25.1. Does a Board Committee or other executive body have overall responsibility for climate change?

[Yes. \(Please answer question 25.3 and 25.4\)](#)

25.2 Please state how overall responsibility for climate change is managed and indicate the highest level within your company with responsibility for climate change.

25.3. Which Board Committee or executive body has overall responsibility for climate change?

[The Board's Safety, Environment and Security Committee \(SESC\) has responsibility for oversight of environmental issues and the environmental management system,](#)

which includes climate change.

25.4. What is the mechanism by which the Board or other executive body reviews the company's progress and status regarding climate change?

The SESC reviews the company's progress and status with regard to climate change at quarterly SESC meetings and quarterly Qantas Board meetings through the quarterly Qantas Board Risk Report. On an annual basis, the Qantas Board and Audit Committee reviews sustainability (including climate change) progress as part of approving the Qantas Annual and Sustainability Reports. The SESC and Audit Committee Charters can be viewed at [www.qantas.com.au/infodetail/about/corporateGovernance](http://www.qantas.com.au/infodetail/about/corporateGovernance)

Further information

26. Individual Performance: (CDP6 Q4(b))

26.1. Do you provide incentives for individual management of climate change issues including attainment of GHG targets?

Yes. (Please go to question 26.2)

26.2. Are those incentives linked to monetary rewards?

Sustainability risk management is governed by the Board of Directors and is reinforced throughout the Group through explicit performance targets.

26.3. Who is entitled to benefit from those incentives?

Further information

27. Communications: (CDP6 Q4(c))

27.1. Do you publish information about the risks and opportunities presented to your company by climate change, details of your emissions and plans to reduce emissions?

Yes

If so, please indicate which of the following apply and provide details and/or a link to the documents or a copy of the relevant excerpt:

27.2. The company's Annual Report or other mainstream filings.

Yes

Qantas Annual Report 2008 <http://qantas.republicast3.com/Publications/Qantas+Annual+Report+2008/View.aspx#p=0>

27.3. Voluntary communications (other than to CDP) such as Corporate Social Responsibility reporting.

Yes

The Qantas Group publishes information about risks and opportunities associated with climate change in the Qantas Annual Report and Sustainability Report. Environmental issues including climate change are addressed at half-year and full-year Investor Briefings.

Qantas also publishes plans to reduce emissions through its response to the Australian Government's Department of Resources, Energy and Tourism Energy Efficiency Opportunities (EEO).

All of these reports are available publicly from [www.qantas.com/sustainability](http://www.qantas.com/sustainability)

Further information

28. Public Policy: (CDP6 Q4(d))

28.1. Do you engage with policymakers on possible responses to climate change including taxation, regulation and carbon trading?

Yes

Qantas is actively engaged with policy makers in many jurisdictions (including the European Union, Australia and New Zealand) on the issue of trading schemes and complementary policies, such as tax incentives, that will accelerate our transition to lower emissions. We will continue to press for harmonised schemes that create a level playing field for all participants and 'time to adapt' given the broad benefits aviation brings relative to the size of its carbon footprint.

Further details can be found in the Qantas submission to the Australian Government Carbon Pollution Reduction Scheme Green Paper, Developing a More Sustainable Australian Aviation Industry (September 2008) - [www.climatechange.gov.au/greenpaper/consultation/pubs/0671-qantas-airways.pdf](http://www.climatechange.gov.au/greenpaper/consultation/pubs/0671-qantas-airways.pdf)

Some examples of engagement in 2008 include:

- Qantas was an invited participant in the March 2008; Australian Governments' Emissions Trading Stakeholder Process Roundtable.
- Qantas made submissions in response to the following: National Greenhouse Gas Reporting Legislation and Regulation (and was involved in the development process); CPRS Green Paper (was involved in the extensive consultation process); the Garnaut Climate Change Review and the UK Government Review of Aviation Passenger Duty.
- Qantas was an active participant in the EU Measurement, Reporting and Verification consultation process; the Department of Resources, Energy and Tourism Climate Change Action Plan; the development of the NZ ETS; and the ACCC Roundtable to develop Guidelines for credible carbon offsets.
- Fuel and energy submissions highlighting our commitment to develop a local sustainable aviation fuel industry.

Further information

## Supplier Module

### SM 1 Ability to Split Scope 1 and 2 Emissions by Business Category

The aim of these questions is to help your customers estimate the extent to which your Scope 1 and Scope 2 emissions are linked with their purchases of services or goods from you.

Please note that we use the term "product" to cover both goods and services.

SM 1.1 Are you able to break down your total Scope 1 and Scope 2 emissions by the following categories:

- Business division
- Business unit
- Factory
- Product group
- Other

Please give details in each case.

Business division?

Business unit?

Factory?

Product group?

Other

Unable to breakdown by category?

Further information

### SM 1.2 Splitting Scope 1 and Scope 2 Emissions by Category

SM 1.2. Using your preferred method (question SM 1.1) for splitting emissions, please consider what are the five biggest emitting categories (e.g. business units or product groups) for your company? For each of the five biggest emitting categories, plus any other categories specified by your customer(s), please complete the table SM1.2.

[Click here to see a sample of a completed table.](#)

Please complete this table. Use the figure given in answer to question 11.1. as the basis for your Scope 2 emissions.

	Category e.g. business division, business unit, factory, product group.	Total emissions (number)	Total emissions Units of measure e.g. metric tonnes CO2-e	Do these represent emissions from Scope 1 only, Scope 2 only, or both?	Output	Units	Major emission Sources
Group 1							
Group 2							
Group 3							
Group 4							
Group 5							
<b>Total</b>							

Further information

### SM 1.3 Methodology

SM 1.3. Please explain how you have identified the GHG sources listed in the previous question, including major limitations to this process and assumptions made.

Describe your system for allocating emissions to the groups in the table.

Where published information has been used, please provide a reference(s).

Give the degree of confidence that you have in the figures expressed as a percentage, e.g. you estimate that they are accurate to +/- 15%.

If the allocation of emissions to different categories has been externally verified, please give details.

Further information

### SM 1.4 Challenges and Developments

What are the challenges in allocating emissions to different business categories and what would help you to overcome these challenges? Please describe whether and how you plan to develop your capabilities to allocate your emissions in the future.

Further information

### SM 2. Your engagement with your suppliers

Your customers want to engage with you to learn more about the emissions from their immediate suppliers. The purpose of this section is to find out what you in turn are doing to engage with your own suppliers.

SM 2.1 Do you have a strategy for engaging with your suppliers on their GHG emissions and the impacts of climate change on their business? If so, please provide details of this strategy. To give a sense of the scale of this engagement, please include the number of suppliers with whom you are engaging and the proportion of your total spending that they represent.

If you do not have a strategy, please explain any plans you have to develop one in the future.

Further information

### SM 2.2 Use of data

If you have data on your suppliers' GHG emissions and climate change strategies, please explain how you make use of that data (for example: identifying major GHG sources to prioritise emissions reduction actions, identifying physical risks in the supply chain, stimulating innovation, etc).

Further information

### SM 3. Emissions over the lifecycle of goods and services

SM 3.1. Please list any major successes and/or planned activities to reduce GHG emissions in the lifecycle of groups of products or individual products, including an estimate of the possible reductions for each initiative.

SM 3.2 Do you offer customers information or steps they can take to reduce the GHG emissions associated with use of your products, and - in the case of goods - with their disposal? Please give examples.

Further information

### SM 3.3 and 3.4 Individual Request Questions

Some suppliers may have customers who request that they provide estimates of GHG emissions over a particular product's lifecycle. Others may have estimated this information for their own purposes and wish to publicise it. If you fall into either group, please answer the following question and then complete the table SM 3.4.

SM 3.3 Please give details of the method that you have used to estimate lifecycle emissions. State if you have followed a published procedure (e.g. ISO 14040 & 14044 or PAS 2050) or one that you have developed yourself.

Clearly define the good or service for which data is being given and the boundary of your assessment. Please make it clear which GHGs and GHG sources are included in your assessment. If relevant GHGs and GHG sources are excluded, please describe them and give reasons for omissions.

Give references to data sources used.

If you are giving life cycle assessment (LCA) information for more than one product, please use this text box to describe your methodologies, each time making it clear to which product you are referring.

### SM 3.4. Emissions over the lifecycle of goods and services

An example of the lifecycle stages of a service might be - in the case of a hotel stay - check in, use of room, check out, cleaning.

You can use this table to provide LCA data to all requesting CDP members or to selected members only.

In the box at the top you will see a list of all your requesting members. If you would like to limit the availability of this particular product information to a particular member, please select that member. To select multiple members, hold down the control key and click on each.

You can repeat this process as you move to the next table if you have data for more than one product to input.

If you do not select specific members, this data will be visible to all requesting members. If you choose to make your response public, it will then appear in your published response on our website.

Further information