

**CARBON DISCLOSURE PROJECT**

**CDP6 Greenhouse Gas Emissions Questionnaire - Qantas Airways Ltd**

[Print Response](#)**Respondent: Qantas Airways Ltd**

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**General Information**

It is not a requirement of the CDP questionnaire to give an introduction to your answer, but if you would do so, please give it here in the text box below or attach a document.

Where available please can you provide the following identification numbers for your primary listings/or shares and information for your company:

Company Turnover (also known as sales) in millions of US\$

ISIN number

CUSIP number

SEDOL number

**1 - Risks and Opportunities****Question 1(a)(i) Regulatory Risks**

How is your company exposed to regulatory risks related to climate change?

[We consider our company to be exposed to regulatory risks because...](#)

[The Emissions Trading Schemes that will impact on Qantas are in development in several jurisdictions: \(2010\), New Zealand \(2011 & delayed\) and the European Union \(EU\) \(2012\). The European Union is also considering the application of a multiplier effect to aviation greenhouse gas emissions.](#)

[The Australian Government is looking at developing a wide-ranging program of carbon reduction initiatives including a trading scheme, tax incentives and a set of complementary measures to encourage a transition to a low emissions economy including a mandatory 20% renewables target by 2020.](#)

[The Australian Government will also introduce mandatory greenhouse gas and energy reporting \(NGER\) from July 2008. The regulations governing this scheme had not yet been released at the time of writing \(June 2008\).](#)

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

[No](#)

**Question 1(a)(ii) Physical Risks**

How is your company exposed to physical risks from climate change?

We consider our company to be exposed to physical risks because...

Australia is vulnerable to the impact of climate change. We have an abundance of nature-based tourism destinations, such as the Great Barrier Reef, that are profoundly fragile. The tourism industry and aviation be particularly impacted if the effects of climate change are as predicted.

Other physical risks specific to the business operations of the Qantas Group could occur from weather events identified by the IPCC. Physical risks from extreme weather events may include disruption to flight schedules, need to implement new flight tracks due to different weather patterns, natural resource shortages, damage to infrastructure including pavements and ground equipment. In addition, airport facilities located in coastal areas may be potentially impacted by sea level rise.

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

**Question 1(a)(iii) General Risks**

How is your company exposed to general risks as a result of climate change?

We consider our company to be exposed to general risks because...

Corporate and leisure airline customers are increasingly concerned about the issue of climate change. There is a potential that customers may reduce long haul flying or switch to other modes of transport in the short term, to reduce their personal carbon footprint.

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

**Question 1(a)(iv) Risk Management**

Has your company taken or planned action to manage the general and regulatory risks and/or adapt to the physical risks you have identified?

We have taken or planned action.

Sustainability, including environmental issues, forms an important aspect of the Qantas Group's risk management program. Risk management processes identify, measure and manage sustainability risks across the Qantas Group. Sustainability risk management is governed by the Board and is reinforced throughout the Group through explicit performance targets.

The Qantas Group has various actions underway or planned to manage general and regulatory risks relating to climate change. Actions include the fuel conservation program and the use of Australian Government approved offset providers for the purchase of carbon abatement. In addition, the Qantas Group is maximising opportunities to participate in Government consultation on the design of emissions trading schemes to encourage a level playing field of all participants and sufficient time to adapt to any new scheme.

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

**Question 1(a)(v) Financial and Business implications**

How do you assess the current and/or future financial effects of the risks you have identified and how those risks might affect your business?

We assess current and/or future financial effects by...

Reducing fuel consumption and the environmental impact of greenhouse gas emissions are critical issues for Qantas. The combination of increasing fuel costs, forecast to be more than \$2 billion in 2008/2009, when combined with the introduction of emissions trading, exposes Qantas to significant financial risk.

A critical aspect of our fuel and carbon emissions mitigation strategy is the purchase of new and more fuel efficient aircraft. Qantas is vulnerable to delays in the delivery of these aircraft and is reliant on manufacturers to meet agreed timeframes.

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

**Question 1(b)(i) Regulatory Opportunities**

How do current or anticipated regulatory requirements on climate change offer opportunities for your company?

We consider that current or anticipated regulatory requirements offer opportunities because...

The compliance regimes imposed on Qantas will necessitate improved data collection and analysis, facilitating identification of efficiency opportunities. Regulatory reporting forces increased awareness and necessitates changed behaviour.

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

**Question 1(b)(ii) Physical Opportunities**

How do current or anticipated physical changes resulting from climate change present opportunities for your company?

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

**Question 1(b)(iii) General Opportunities**

How does climate change present general opportunities for your company?

We consider that climate change offers opportunities because...

The issue of climate change increases our company's focus on fuel and energy conservation, which in turn

cost reduction. Qantas is also a participant in the National Tourism Taskforce, which is currently assess impact that climate change represents for Australian tourism destinations.

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

### Question 1(b)(iv) Maximizing Opportunities

Do you invest in, or have plans to invest in products and services that are designed to minimize or adapt to the effects of climate change?

Climate change has led to investment or planned investment in order to maximise climate change oppo

Qantas has in place a Greenhouse Friendly<sup>TM</sup> accredited carbon offset program that allows Qantas and passengers to calculate and offset their share of flight emissions when making a booking. All contributio towards Australian-based Greenhouse Friendly<sup>TM</sup> accredited abatement programs that either remove g gases from the atmosphere or avoid their release in the first place. These may include energy efficiency measures, generation of renewable energy, and tree planting projects.

In future, Qantas will investigate other options to mitigate carbon costs including alternative fuel develo and participation in larger scale carbon abatement projects.

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

### Question 1(b)(v) Financial and Business Implications

How do you assess the current and/or future financial effects of the opportunities you have identified and how those opportunities might affect your business?

We assess current and/or future financial effects by...

It is not yet possible to assess the financial impact on our business due to the regulatory uncertainty ar emissions trading schemes.

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

## 2 - Greenhouse Gas (GHG) Emissions Accounting

### Question 2(a)(i) Reporting Boundary

Calculation tools that will assist companies in calculating GHG emissions from particular activities, such combustion of fuels, production processes, etc can be found at: <http://www.ghgprotocol.org/calculator> tools. Companies new to emissions reporting are strongly recommended to use these tools to assist the calculations. If you have used a calculation tool, please list it under the question on methodologies.

Please indicate the category that best describes the company, entities or group for which your response is prepared:

Other

The reporting boundary for the data in this report is for the Qantas Group's operations in Australia (unl indicated).

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

### Question 2(a)(ii) Reporting Year

Please explicitly state the dates of the accounting year or period for which GHG emissions are reported.

Start date: 01 July 2006

End date: 30 June 2007

Financial accounting year: 01 July 2006

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

Yes

The performance data provided in this report is from the most recent completed Australian financial year 2006 to 30 June 2007. Please note that the reporting period in this year's report differs from our previous Carbon Disclosure Project (CDP5) submission to align with our corporate reporting timetable. Business have been provided as appropriate and note that performance data for the period 1 July 2007 to 30 June 2008 will be published in the 2008 Qantas Group Annual Report.

### Question 2(a)(iii) Methodology

Please specify the methodology used by your company to calculate GHG emissions.

Please select the methodology that you have used using the radio buttons.

If you have used the GHG Protocol or ISO 14064-1, please also give references to any calculation tools have used or an explanation of any calculation methods that you have devised yourself. Please explain sources of the Global Warming Potentials and emission factors used in your calculations. If you cannot reference for them within a supplied calculation tool, please contact the provider of the calculation tool information.

If you have used a methodology that you have devised yourself, please would you explain your methodology including methods of calculation, and the data sources of the Global Warming Potentials and emission factors.

GHG Protocol

The methodology and emissions factors used in performance data calculations have been taken from the Australian Greenhouse Office Factors and Methods Workbook, which aligns with the GHG Protocol.

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

No

**Question 2(b)(i) Scope 1 and Scope 2 of GHG Protocol**

Are you able to provide a breakdown of your direct and indirect emissions under Scopes 1 and 2 of the Protocol and to analyse your electricity consumption?

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

Yes

Please note that Scope 1 and 2 emissions have been calculated to represent CO<sub>2</sub>-e. The previous CDP5 provided a Scope 1 emissions figure of 11.2 million tonnes which represented CO<sub>2</sub> only.

**Question 2(b)(i)(y) Scope 1 and Scope 2 of GHG Protocol - Year 1 answers**

Please enter the dates for the reporting period that you specified in (answer to question 2(a)(i)) , and t answer the questions for that period. By selecting the &Add Additional Year Figures& button at the end webpage, you can repeat the process for the previous reporting period, and then for the reporting peric that, and so on. If possible, please give data going back to the reporting period ending in 2004. You do to enter historical data if you have already reported this information in response to previous CDP quest

Please enter the accounting year used to report GHG emissions details below.

Start date: 01 July 2006

End date: 30 June 2007

Scope 1 Direct GHG Emissions: Please provide:

a. Total global Scope 1 activity in Metric Tonnes CO<sub>2</sub>-e emitted.

12200000 CO<sub>2</sub>e metric tonnes

b. Total Scope 1 activity in Metric Tonnes CO<sub>2</sub>-e emitted for Annex B countries.

By country - Scope 1 activity in metric tonnes of CO<sub>2</sub>-e by individual country

Using the same methodology please state your emissions per country. NB : If it is not practical for you emissions on a full country by country basis, please list here countries with significant emissions in the your business and combine the remainder under &rest of world&. If you already have this information i format (e.g Excel) please attach it.

Country	Scope 1 Emissions (metric tonnes CO <sub>2</sub> -e)
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Scope 2 - Indirect GHG emissions: Please provide:

c. Total global Scope 2 activity in metric tonnes CO2-e emitted

[CO2e metric tonnes](#)

d. Total Scope 2 activity in metric tonnes CO2-e emitted for Annex B countries

By country - Scope 2 activity in metric tonnes of CO2-e by individual country

<b>Country</b>	<b>Scope 2 Emissions (metric tonnes CO2-e)</b>
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<a href="#">Australia</a>	<a href="#">188232</a>
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Electricity consumption

e. Total global MWh of purchased electricity

f. Total MWh of purchased electricity for Annex B countries

By country & MWh of purchased electricity by individual country.

<b>Country</b>
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<a href="#">Australia</a>	<a href="#">241324</a>
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g. Total global MWh of purchased electricity from renewable sources

h. Total MWh of purchased electricity from renewable sources for Annex B countries

By country & MWh of purchased electricity from renewable sources by individual country.

<b>Country</b>
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Would you like to provide any additional information relating to this question that you have not provide elsewhere?

[Yes](#)

Please note that the Total Global Scope 1 activity total above represents the aviation component of Qar operations. Also note that the previous CDP5 report provided a Scope 1 activity total figure of 11.2 mill which represented CO2 only rather than CO2-e as calculated for this CDP6 report.

As additional information, Scope 1 activity for ground operations (Australian operations only) is 34,811 CO2-e.

### **Question 2(b)(ii) Scopes 1 and 2 of GHG Protocol**

If you are unable to detail your Scope 1 and Scope 2 GHG emissions and/or electricity consumption, please detail the GHG emissions you are able to identify together with a description of those emissions. If you have : 2(b)(i), please go to question 2(c)(i).

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

### **Question 2(c)(i) Other Emissions & Scope 3 of GHG Protocol**

How do you identify and/or measure Scope 3 emissions?

Please provide where possible:

a. Details of the most significant Scope 3 sources for your company.

b. Details in metric tonnes CO2-e of GHG emissions in the following categories:

i Employee business travel.

ii External distribution/logistics

iii Use/disposal of company's products and services.

iv Company supply chain.

c. Details of the methodology you use to quantify or estimate Scope 3 emissions.

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

### Question 2(d) External Verification

(i) Has the information reported in response to Questions 2(b)- (c) been externally verified or audited or do you plan to have the information verified or audited?

Yes (Please go to 2(d)(ii))

(ii) If your answer to question 2d(i) is Yes, please provide or attach a copy of the audit or verification statement or state your plans for verification.

Performance data is verified by auditors from KPMG, and forms part of Qantas' Annual Sustainability Report. The verification statement is available on page 139 of the 2007 Qantas Annual Report.

<http://qantas.republicast.com/ar2007/republicast.asp?page=141&layout=1&control=yes&zoom=100>

(iii) Please specify the standard or protocol against which the information has been audited or verified.

Qantas Group sustainability performance data is audited in line with the International Standard on Assurance Engagements ISAE 3000 and with Australian Auditing Standards AUS 108 and AUS 902.

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

[attachedfiles/Responses/44003/4751/Qantas\\_Annual\\_Report\\_2007.pdf](#)

### Question 2(e) Data Accuracy

Does your company have a system in place to assess the accuracy of GHG emissions inventory calculation methods, data processes and other systems relating to GHG measurement? If so, please provide detail: please explain how data accuracy is managed.

Yes, we do have a system.

Greenhouse gas accounting within the Qantas Group conforms to accepted accounting principles and is by Qantas Finance. Performance data has also been externally verified by external consultants KPMG as above.

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

**Question 2(f) Emissions History**

Do the emissions reported for your last accounting year vary significantly compared to previous years? please explain reasons for the variations.

Yes, they do vary significantly.

Please note that Scope 1 and 2 activity totals and emissions intensity totals have been calculated to represent CO<sub>2</sub>-e in this report. The previous CDP5 report provided a Scope 1 activity figure of 11.2 million tonnes represented CO<sub>2</sub> only. Performance data in the 2007 Qantas Annual Report also represents CO<sub>2</sub> only.

Other variations include a significant improvement in aviation efficiency, whereas the overall aviation carbon dioxide emissions footprint has increased as a result of growth in the Group's operations.

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

No

**Question 2(g) Emissions Trading**

i) Does your company have facilities covered by the EU Emissions Trading Scheme?

No, we do not. (Please go to question 2(g)(ii) below)

If so:

a) Please provide details of the annual allowances awarded to your company in Phase I for each of the periods 1 January 2005 to 31 December 2007 and details of allowances allocated for Phase II commencing on 1 January 2008.

In all cases, please enter whole numbers without punctuation, For example, enter 2000 instead of 2,000

Please enter allowance in Metric Tonnes of CO<sub>2</sub>:

1 January 2005-31 December 2005

1 January 2006-31 December 2006

1 January 2007-31 December 2007

b) Please provide details of actual annual emissions from facilities covered by the EU ETS with effect from 1 January 2005.

Please enter emissions in Metric Tonnes of CO<sub>2</sub>.

1 January 2005-31 December 2005

1 January 2006-31 December 2006

1 January 2007-31 December 2007

Phase II annual allowances

1 January 2008 & 31 December 2008

1 January 2009 & 31 December 2009

1 January 2010 & 31 December 2010

1 January 2011 & 31 December 2011

1 January 2012 & 31 December 2012

c) What has been the impact on your company's profitability of the EU ETS?

ii) What is your company's strategy for trading or participating in regional and/or international trading schemes (eg: EU ETS, RGGI, CCX) and Kyoto mechanisms such as CDM and JI projects? Explain your involvement of the following:

EU ETS

CDM/JI

CCX

RGGI

Others

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

Yes

None of the Qantas Group's facilities are currently covered by the European Union (EU) Emissions Trading Scheme. The EU Emission Trading Scheme will include aviation from 2012.

Initial guidance suggests this scheme will:

& Cover all flights that arrive at or depart from any EU airport, regardless of nationality. Arriving flights be included where a third country has equivalent measures in place;

& Require airlines to purchase 10% of permits up-front at auction, doubling each subsequent year; and

& Set an initial cap on emissions at the average level for the period 2004-2006.

By including international aviation, the EU ETS goes beyond scope of the Kyoto Protocol and introduces competitive distortion between Australian and Middle Eastern airlines, which have shorter sectors into E even though the originating port may be the same.

## Question 2(h) Energy Costs

i) Please identify the total costs in US \$ of your energy consumption eg from fossil fuels and electric power

If you want to enter a number less than 1, please ensure you use a decimal point (e.g. 0.3) and NOT a (e.g. 0,3)

ii) What percentage of your total operating costs does this represent?

23.7 %

iii) What percentage of energy costs are incurred on energy from renewable sources?

More details

Total aviation fuel cost for the Qantas Group 2006/2007 Australian financial year was \$3,337 million AUD increase of 19.1% on the previous year.

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

## 3 - Performance

### Question 3(a) Reduction Plans

i) Does your company have a GHG emissions reduction plan in place? If so, please provide details along

information requested below. If there is currently no plan in place, please explain why.

Yes, we have a reduction plan in place. (Please proceed to part (ii) )

ii) What is the baseline year for the emissions reduction plan?

2005

If you want to give further information or describe a rolling target, please do so here.

Savings in emissions are measured against a baseline of Australian financial year 2004/2005.

iii) What are the emissions reduction targets and over what period do those targets extend?

The emissions reduction targets are as follows:

& 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.

iv) What activities are you undertaking to reduce your emissions eg: renewable energy, energy efficient process modifications, offsets, sequestration etc? What targets have you set for each and over what time period do they extend?

Our response to climate change is based on four pillars:

& Measurement, target setting and transparency

& Mitigation

& Adaptation for the future (including the Sustainable Future Program)

& Offsetting.

This commitment is governed by the Board and is reinforced throughout the Group through explicit performance targets.

**Measurement, target setting and transparency** The Qantas Group has set a challenging environmental improvement target of a two million tonne saving of greenhouse gases or a 7.5% improvement in fuel efficiency/revenue tonne kilometre by 2011. Additional reduction targets were established for electricity, water usage and waste to landfill. By 2020 the aviation industry is targeting a 25% improvement in fuel efficiency.

**Mitigation** Over 95% of Qantas Group carbon emissions result from aircraft fuel consumed in the course of flying operations. The most effective mitigation strategy is to invest in advanced aviation technologies to improve the fuel efficiency of our existing aircraft. Actions to mitigate one environmental impact may, however, have an adverse effect on other areas. For example, the most fuel efficient flight path will decrease carbon dioxide emissions but may increase the number of people exposed to aircraft noise. In some cases, Qantas has been required to operate a fully noise compliant but less fuel efficient flight path in response to local community concerns.

**Environmental performance is a key consideration of the Group's fleet strategy.** Under a multi-billion dollar investment program, Qantas is taking advantage of the latest technology in airframe and engine design to deliver substantial reductions in carbon and noise emissions.

New technology aircraft will deliver significant improvements including;

& The A380 will provide up to a 10% fuel reduction per passenger kilometre compared to the Boeing 747.

with a substantially decreased noise footprint.

& The B787 offers a 20% fuel reduction per passenger kilometre compared to the Boeing 767, with a 5 smaller noise footprint.

Given the importance of improving fuel efficiency and reducing emissions Qantas continues to implement conservation initiatives including:

& Optimising flight paths through the use of Global Positioning System (GPS) technology

& Optimising speed, based on daily variations in wind, temperature and weight, through Variable Cost Index Flight Planning

& Reducing weight on board aircraft

& Switching to ground power when an aircraft is at the terminal.

The Qantas Group has also launched begreen, a comprehensive environmental improvement program. The program is designed to create environmental awareness, drive engagement and provide the framework and strategies for Group-wide environmental management of our fuel, energy, water and waste.

Current initiatives to mitigate and improve Qantas's environmental impact include:

& Reducing in-flight waste;

& Increasing recycling;

& Improving the energy efficiency of our facilities;

& Expanding our network of environmental champions; and

& Providing employee rewards for environmental innovation.

Adapting for the future Qantas will continue to work with aircraft manufacturers to encourage development of more fuel efficient aircraft, and urge the fuel supply industry and governments to support research into alternative fuels.

Offsetting Carbon offsetting is an important element of the Qantas Group's climate change response. Qantas has in place an Australian Government Greenhouse Friendly<sup>TM</sup> 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 Australian-based Greenhouse Friendly<sup>TM</sup> accredited abatement programs that remove greenhouse gases from the atmosphere or avoid their release in the first place. These may include energy efficiency measures, generation of renewable energy, and tree planting projects.

v) What investment has been or will be required to achieve the targets and over what time period?

see above

vi) What emissions reductions and associated costs or savings have been achieved to date as a result of your initiatives?

In the 2006/07 financial year, Qantas achieved savings of more than 280,000 tonnes of which 130,000 tonnes related to specific initiatives to reduce fuel efficiency.

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

No

### Question 3(b) Emissions Intensity

i) What is the most appropriate measurement of emissions intensity for your company?

Other

The most appropriate measure for emissions intensity for the Qantas Group is CO2-e per 100 RTKs (rev tonne kilometres)

Please give your company's emissions intensity figure for the measurement given above.

If you want to enter a number less than 1, please ensure you use a decimal point (e.g. 0.3) and NOT a (e.g. 0,3)

99.91

ii) Please state your GHG emissions intensity in terms of total tonnes of CO2-e reported under Scope 1 2 per US \$m turnover and EBITDA for the reporting year.

Scope 1/ US\$millions turnover

Scope 2/ US\$millions turnover

Scope 1/ EBITDA

Scope 2/ EBITDA

iii) Has your company developed emissions intensity targets?

Yes, we have developed emission intensity targets. (Please answer questions (a) and (b) below.)

a) If the answer to part (iii) above is yes, please state your emissions intensity targets

7.5% improvement in fuel efficiency (Fuel Burn / Revenue Tonne Kilometre) by June 2011.

b) If the answer to part (iii) above is yes, please state what reductions in emissions intensity have been against targets and over what time period.

Data on performance against this target will be available for the next CDP reporting period.

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

Yes

Please note that the emissions intensity figure provided above relates only to Qantas Airlines operation:

**Question 3(c) Planning**

Do you forecast your company's future emissions and/or energy use?

Yes, we do. (Please answer questions (i) to (iii) below.)

i) Please provide details of those forecasts, summarize the methodology used and the assumptions made.

If you are able to give quantified forecasts of Scope 1 and Scope 2 emissions and/or electricity consumption, you can enter numerical data on the next page.

The data is currently undergoing an internal review process.

ii) How do you factor the cost of future emissions into capital expenditure planning?

The capital expenditure planning process is currently under review to incorporate the cost of future emissions.

iii) How have these considerations made an impact on your investment decisions?

See above.

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

No

**Question 3(c) (i) Planning - Forecasted emissions/electricity use - Year 1 answers**

This page gives you the opportunity to give numerical forecasts for emissions and electricity use. If possible, please provide emissions forecasts for the next five reporting periods. Use the 'Add additional year figure' button at the end of the page to enter emission forecasts for successive reporting periods. Note: Please use whole numbers without punctuation. For example, use 2000 instead of 2,000.

Please enter the accounting period used to report GHG emissions details below.

Dates not selected.

Forecasted Scope 1 Direct GHG Emissions: Please provide:

a. Forecasted Total global Scope 1 emissions in Metric Tonnes CO<sub>2</sub>-e.

b. Forecasted Total Scope 1 emissions in Metric Tonnes CO<sub>2</sub>-e for Annex B countries.

By country - Forecasted Scope 1 emissions in Metric Tonnes of CO<sub>2</sub>-e by individual country

Using the same methodology please state your emissions forecasts per country. NB : If it is not practical to list emissions on a full country by country basis, please list here countries with significant emissions context of your business and combine the remainder under &rest of world&. If you already have this information in another format (e.g Excel) please attach it.

**Country** **Scope 1 Emissions**  
(metric tonnes CO<sub>2</sub>-e)

Scope 2 Indirect GHG emissions: Please provide:

c. Forecasted total global Scope 2 emissions in Metric Tonnes CO<sub>2</sub>-e

d. Forecasted total Scope 2 emissions in Metric Tonnes CO<sub>2</sub>-e for Annex B countries

By country - Forecasted Scope 2 emissions in Metric Tonnes of CO<sub>2</sub>-e by individual country

**Country** **Scope 2 Emissions**  
(metric tonnes CO<sub>2</sub>-e)

Forecasted electricity consumption

e. Forecasted total global MWh of purchased electricity

f. Forecasted total MWh of purchased electricity for Annex B countries

By country & Forecasted MWh of purchased electricity by individual country.

**Country**

g. Forecasted total global MWh of purchased electricity from renewable sources

h. Forecasted total MWh of purchased electricity from renewable sources for Annex B countries

By country & Forecasted MWh of purchased electricity from renewable sources by individual country.

**Country**

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

#### 4 - Governance

##### Question 4(a) Responsibility

Does a Board Committee or other executive body have overall responsibility for climate change? If not, state how overall responsibility for climate change is managed. If so, please answer parts (i) and (ii) below.

Yes, an executive body does have overall responsibility for climate change.

i) Which Board Committee or executive body has overall responsibility for climate change?

On behalf of the Board, the Board Safety and Environment Committee has oversight of environmental i the environmental management system, which includes climate change.

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

The SESC reviews the company's status with regard to climate change during quarterly SESC meetings

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

##### Question 4(b) Individual Performance

Do you assess or provide incentive mechanisms for individual management of climate change issues in attainment of GHG targets? If so, please provide details.

Yes, we do.

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

Would you like to provide any additional information relating to this question that you have not provide elsewhere?

##### Question 4(c) Communications

Please indicate whether you publish information about the risks and opportunities presented to your company by climate change, details of your GHG emissions and plans to reduce emissions through any of the following communications:

i) the company's Annual Report or other statutory filings

Yes

The Qantas Group publishes information about risks and opportunities associated with climate change in its company Annual Report.

The 2007 Qantas Group Annual Report (incorporating sustainability information) is available online at: <http://qantas.republicast.com/ar2007/republicast.asp?page=1&layout=1&control=yes&zoom=100>

ii) formal communications with shareholders or external parties

Yes

Environmental issues including climate change are addressed at half-year and full-year Investor Briefings

iii) voluntary communications such as Corporate Social Responsibility reporting

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

#### Question 4(d) Public Policy

Do you engage with policymakers on possible responses to climate change including taxation, regulation or carbon trading? If so, please provide details.

Yes

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

Would you like to provide any additional information relating to this question that you have not provided elsewhere?

& Carbon Disclosure Project	