PUBLIC DISCLOSURE STATEMENT

QANTAS AIRWAYS LIMITED

PRODUCT CERTIFICATION
2019-20

Australian Government

Climate Active
Public Disclosure Statement

An Australian Government Initiative

NAME OF CERTIFIED ENTITY: Qantas Airways Limited

REPORTING PERIOD: 1 July 2019 – 30 June 2020

Declaration

To the best of my knowledge, the information provided in this Public Disclosure Statement is true and correct and meets the requirements of the Climate Active Carbon Neutral Standard.

Signature:  **Date:** 21st May 2021

Name of Signatory: David Young

Position of Signatory: Executive Manager Sustainability & Future Planet

Australian Government
Department of Industry, Science, Energy and Resources

1. CARBON NEUTRAL INFORMATION

Description of certification

The Qantas Group's product offering is the provision of voluntary carbon neutral passenger and freight services to both our customers and employees.

To assess the volume of emissions attributable to a passenger and freight flying a sector (from one airport to another), Qantas Group has undertaken a comprehensive Life Cycle Assessment (LCA) of energy usage in flight (aviation fuel) and on the ground (catering centres, engineering facilities, airport terminals, office and ground transport vehicles). The LCA includes the embodied energy of the aircrafts flown by the airline.

Qantas have selected emission factors that are geographically specific to the emission sources accounted for in the product LCA. There are no geographic limitations to the scope of the LCA as we are a global airline.

"As we carry Australians to their destinations, we're conscious of working to minimise the impact we have on the environment. We're committed to continuing to lead the way on sustainable aviation through emissions and waste reduction initiatives."

The objective of the LCA is to assess the emissions footprint of our customers in sufficient detail, to evaluate the global warming potential attributable to a passenger, or freight, travelling on a Qantas Group aircraft. An average emissions footprint per-passenger-kilometre and per-freight-kilometre (i.e. functional unit) is applied to codeshare and other non-Qantas Group flights for carbon neutral certification under the Climate Active Carbon Neutral Standard program.

Using Qantas Group activity data over the previous 12 months and 'full fuel cycle' emission factors published by the Australian Government (National Greenhouse Accounts), the passenger's specific portion of emissions released by a given Qantas Group fleet are added to the related emissions released from ground activities and divided by the total distance travelled. For Qantas Group sectors, these rates are weighted by the aircraft used on that sector as well as distance travelled.

Organisation description

Founded in regional Queensland in 1920, as the Queensland and Northern Territory Aerial Service (QANTAS), Qantas is widely regarded as the world's leading long-distance airline and one of the strongest brands in Australia. We've built a reputation for excellence in safety, operational reliability, engineering and maintenance, and customer service.

Qantas Group's main business is the transportation of customers using two complementary airline brands - Qantas and Jetstar. Our airline brands operate regional, domestic and international services. The Group's broad portfolio of subsidiary businesses ranges from Qantas Freight Enterprises to Qantas Frequent Flyer.

Consolidation approach

An operational consolidation approach has been used and includes the entities shown in **Figure 1**. It should be noted that the organisational diagram represents the reporting structure for the purpose of Climate Active certification and does not reflect the legal corporate structure of Qantas Group.

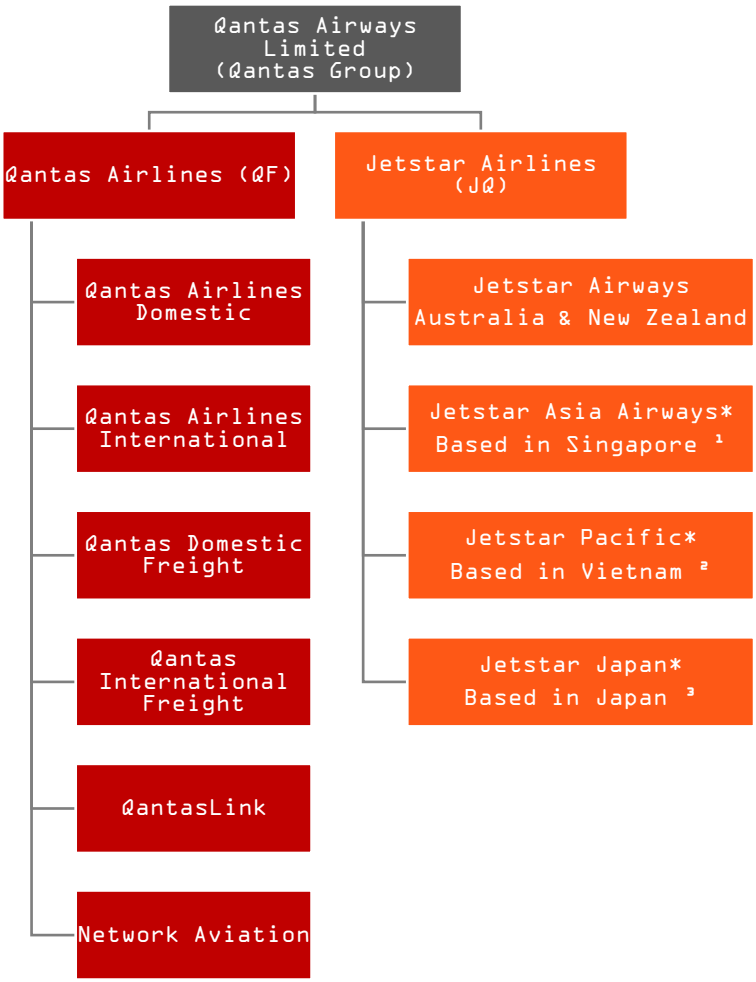

Figure 1: *Organisational diagram representing the reporting structure for the purpose of Climate Active certification.*

** These organisation's activities have been excluded from the carbon footprint assessment that forms the basis for calculating emissions-per-passenger-kilometre rates that are subsequently used to estimate emissions-per-passenger for each sector (from airport to another) that the product is offered. These organisation's do not form part of the Fly Carbon Neutral (FCN) program. Duty travel has also been excluded as it is offset separately by Qantas and Jetstar.*

[1] Minority ownership.

[2] Minority ownership, however as of the 15th June 2020 Jetstar Pacific will be rebranded to Pacific Airways with Qantas Group selling their remaining minority ownership and terminating the Business Services Agreement.

[3] Minority ownership

Product/service process diagram

The below **Figure 2**. illustrates the process for Qantas Group's Fly Carbon Neutral program.

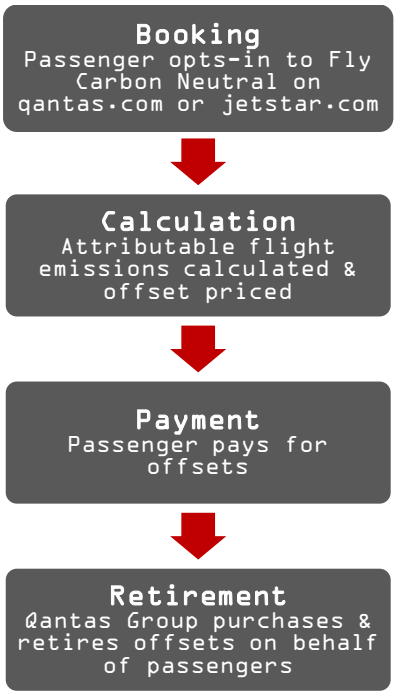

***Figure 2**: Qantas Group Fly Carbon Neutral process diagram.*

2. EMISSION BOUNDARY

Per the Climate Active Carbon Neutral Standard for Products & Services, Qantas calculates emissions using the National Greenhouse Accounts Factors August 2019.

Diagram of the certification boundary

Quantified

Kerosene (Stationary & Transport)

Diesel (Stationary & Transport)

Gasoline (Transport)

LPG (Stationary & Transport)

Natural gas (Stationary & Transport)

Electricity

Refrigerants

Oils, greases & solvents

Inflight magazines for Jetstar & Qantas

Accommodation & taxis

Waste (Food & commercial & Industrial)

Embodied energy of aircraft

Onboard catering including food, drink & plastics consumables across all airlines (Jetstar & Qantas mainlines)

Water use

Non-quantified

Not applicable

Excluded

Office paper

Ground fuels at international ports

Electricity at international ports

International scope 3 emissions (except for fuel burn and embodied energy related emission sources)

Airline related business travel (Duty)

Non-attributable

Not applicable

Figure 3: *Diagram of The Qantas Group certification boundary.*

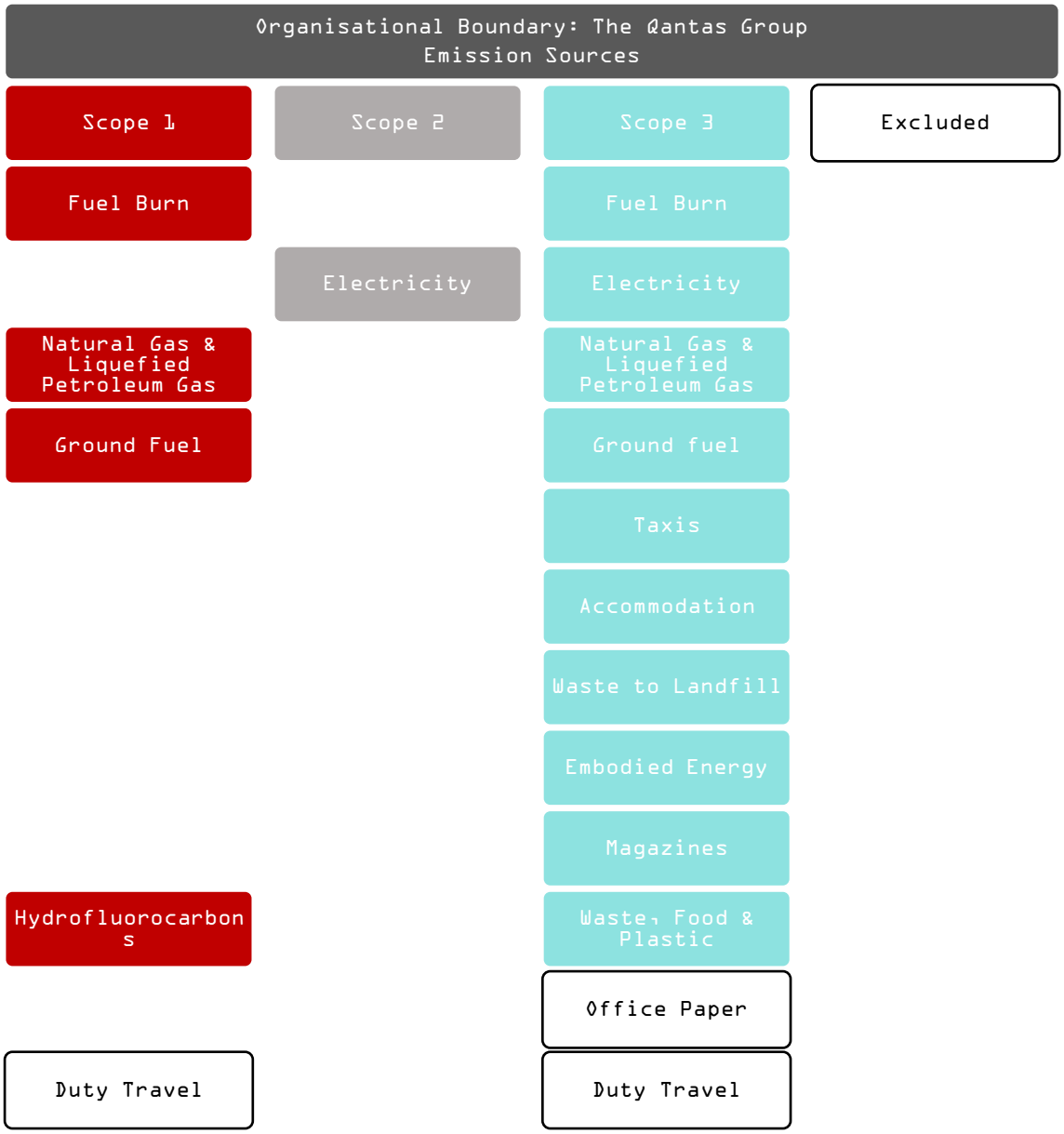

***Figure 4**: Emission sources by The Qantas Group organisational boundary.*

It is important to note that the International Civil Aviation Organization (ICAO) is a specialised agency of the United Nations, where their Emissions Calculator does not quantify the climate change impact of aircraft emissions using the Radiative Forcing Index (RFI) or other such multipliers. Until the scientific community has reached consensus on the use of RFI (or other such multipliers), ICAO will then only adopt a multiplier if and when the scientific community reaches a general agreement on this issue (link here). Therefore, due to these factors, our calculations for FY20 do not include radiative forcing (RFI).

Attributable non-quantified sources

Not applicable.

Excluded sources (within certification boundary)

The following emission sources have not been quantified in line with the provisions in the Climate Active Carbon Neutral Standard. The impact of excluding these sources is not expected to affect the overall total emissions.

Table 1: *Justification for exclusion & overall implications for The Qantas Group footprint.*

Emission source	Scope	Justification
Office Paper	3	Emissions from office paper use is negligible (relative to other Scope 3 emissions) and the administrative burden involved in collating the data is considered to outweigh the benefit.
Ground fuels at international ports	3	Ground fuels at international ports are outside Qantas' operational control and outside the scope of this LCA.
Electricity at international ports	3	Electricity use at international ports are outside the scope of this LCA.
International scope 3 emissions (except for fuel burn and embodied energy related emission sources)	3	International scope 3 emissions are deemed immaterial and beyond operational control.
Airline Related Business Travel (Duty Travel)	1 & 3	The Qantas Group offsets all employee and contractor business travel. Since our corporate travel is offset, we exclude business travel from our emissions profile to prevent double counting.

Data management plan

Not applicable.

Non attributable sources (outside certification boundary)

Not applicable.

3. EMISSIONS SUMMARY

Emissions reduction strategy

At Qantas, we believe all businesses have a responsibility to continually reduce their environmental footprint. While the COVID-19 crisis is compelling Qantas to restructure many parts of the business, we are still committed to continuing to lead the way in sustainable aviation.

By positioning environmental sustainability at the core of our business, we are able to implement programs that reduce our impact and drive greater efficiencies across all aspects of how we operate.

Table 2: *Qantas Group targets: in the air*

Target	Strategy to deliver	Performance to target (FY19)
1.5% average annual fuel efficiency improvement	Fuel efficiency through fleet modernisation and operational improvements. Step change to come in FY21 through introduction of B787-9s retirement of B747s.	5.4% improvement against 2009 baseline. Fuel efficiency has been impacted by the reduction in flying due to COVID-19.
Cap emissions at 2019 levels	In addition to fuel efficiency measures, utilise sustainable aviation fuels and carbon offsets where possible.	Due to COVID-19, we have revised the baseline from 2020 to 2019 to better represent normal operating conditions. The Group remains committed to achieving net zero emissions by 2050.
Net zero emissions by 2050	Continual investment in new aircraft technology, sustainable aviation fuels and carbon market industry development.	Group emissions for 2019/20 were 33 per cent lower than 2018/19 level in line with reduced operating conditions.

Emissions over time

Table 3: *Emissions summary over time (Passenger & Freight)*

Emissions since base year			
	Base year: 2012-13 (FY13)	Previous year: 2018-19 (FY19)	Current year: 2019-20 (FY20)
Scope 1 (tCO_2-e)	14,814,299	12,285,422	9,276,620
Scope 2 (tCO_2-e)	225,515	120,881	83,920
Scope 3 (tCO_2-e)	1,224,017	1,212,055	882,401
Total tCO_2-e	16,263,831	13,618,358	10,242,941
Emissions/PAX (kg CO_2-e/PAX km)	0.134	0.094	0.094[1]
Emissions/Freight km (kg CO_2-e/Freight km)	0.994	0.902	0.902[1]

[1] *As a result of the impacts from COVID-19, Qantas will continue to apply the Passenger and Freight functional units from FY19 for FY20 and until the impacts of COVID-19 are mitigated. For more information on this, please refer to* ***COVID-19 Impacts*** *under* ***Functional Units*** *below.*

Emissions reduction actions

In a pre-COVID environment, the Qantas Group would operate over 300 aircraft across around 1,500 flights using some 14 million litres of fuel each day. As a result, over 95 per cent of our overall emissions come directly from jet fuel. The Group saw a strong performance in fuel efficiency over the first eight months of FY20 as a result of the numerous fuel efficiency measures deployed across our operations. It was expected to further improve with the retirement of Boeing 747 aircraft and continued effort in fuel efficiency initiatives across the group.

Due to COVID-19, there has been a dramatic and unprecedented decrease in traffic, not only in terms of the number of flights operated but also in terms of reduced passenger load. The cumulative effect of both these trends has had a significant impact on our overall FY20 fuel efficiency. COVID-19 accelerated the retirement of the 747s, which will have a positive impact on fuel efficiency across the network and when international flying returns it will be on the more efficient 787 aircraft.

The Group achieved its targets of a 35 percent reduction in electricity consumption and a 20 percent reduction in water consumption since 2009, ahead of the 2020 timeframe. New targets are under development.

Functional units

Passenger

The functional unit for domestic travel is the transport of a single passenger, over a specified distance, from entry into the airport terminal at origin, to exiting the airport terminal (i.e. 'kg CO_2-e per-passenger-kilometre').

For international travel the functional unit is the transport of a single passenger, over a specified distance, from entry into an Australian airport terminal at origin, to exiting the aircraft at an international port. Similarly for the return trip to Australia, the functional unit is the transport of a single passenger over a specified distance, from entry into the aircraft at an international port, to exiting at an Australian airport terminal (expressed in 'kg CO_2-e per-passenger-kilometre').

Freight

The functional unit is the transport of one tonne of freight expressed in tonnes CO_2-e per tonne kilometre (i.e. 't CO_2-e per-tonne-kilometre') based on freight transported on an aircraft within and outside of Australia. It includes Qantas Freight and belly freight transported on Qantas and Jetstar passenger aircraft. The functional unit only includes the ground support required to load the freight onto the aircraft and excludes transport to and from the airport. Ground support is not included for freight loading/unloading at international ports. Note that the resulting emission factor is to be applied across all freight including belly freight and freight transported on Qantas dedicated air freight services to take into account the inherent variability in the method used to transport freight.

Standard

The LCA has been prepared in alignment with Climate Active Carbon Neutral Standard guidelines in accordance with international standards ISO 14040:2006 and ISO 14044:2006.

Greenhouse gases considered

Greenhouse gases considered include carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_4), sulfur hexafluoride (SF6), hydrofluorocarbons (HCFs) and perfluorocarbons (PFCs).

Allocation of belly freight

Qantas Freight use passenger aircraft for freight transport (belly freight). The quantity fuel used for freight transported in passenger aircraft was determined using traffic statistics for Qantas mainline which provided information on the following by aircraft type:

- **PAX RTK** passenger revenue-tonne-kilometres – which is the revenue load in tonnes of passengers multiplied by the distance flown.
- **RTK** which is the revenue load in tonnes multiplied by the distance flown (that is the total load – freight and passengers flown).

The freight component for each aircraft type was determined using the following formula:

%RFTK = (RTK – PAX RTK)/RTK

This percentage was applied to fuel use by aircraft type to apportion fuel to belly freight.

A similar approach was used for Jetstar services; however, PAX RTK and RTK was not available by aircraft type and a single belly freight percentage was applied across the Jetstar fleet.

The goal of the LCA is to assess an emissions footprint in sufficient detail that supports the global warming potential attributable to a passenger on a Qantas Group and/or an average emissions footprint-per-kilometre to be applied to codeshare and other non-Qantas Group flights for carbon neutral certification under the Climate Active program.

COVID-19 Impacts

Qantas Group has seen many challenges in its 100 years, but none with the immense scale of the COVID-19 crisis. This year, amidst all the challenges, we operated over 100 international repatriation flights bringing Australians home, including from several COVID-19 hotspots in the early stages of the pandemic. Domestically, Qantas, QantasLink and Jetstar also operated a minimum domestic network, in order to maintain vital transport links across the country.

Qantas Group calculates the emissions intensity using Revenue Passenger Kilometres (RPK) and Revenue Freight Kilometres (RFK) as part of this program. These figures are then used to determine the emissions required to offset each passengers flight for the following year. For Passengers, the total net emissions coupled with the total passenger-kilometres travelled by the Qantas Group, provides us with an updated functional unit i.e. kg CO_2-e per-passenger-kilometre. In addition to this, a further process is undertaken to calculate sector specific emission factors (e.g. Sydney to Melbourne) which are a function of the sector distance and the fleet used for that route.

With regards to Freight, the total emissions coupled with the total freight-kilometres transported by the Qantas Group provides an updated functional unit, i.e. kg CO_2-e per-freight-kilometre.

As a result of the unprecedented measures taken by Qantas Group to safely enable socially distant repatriation flights, a minimum domestic network, and the use of passenger aircraft for critical freight capacity, the emissions intensity of our operations significantly increased in FY20. However, this disruption is temporary and not reflective of our normal activities.

In order to accommodate for this impact, Qantas Group will carry over the passenger and freight functional units from FY19 to FY20, and until the impacts of COVID-19 are mitigated.

Emissions summary (inventory)

Table 4: *Summary of The Qantas Groups total Passenger & Freight emissions.*

Scope	Emission source category	Tonnes CO_2-e
1 & 3	Kerosene for use as fuel in an aircraft	9,728,525.16
2 & 3	Purchased electricity from a grid NSW & ACT	1,723.49
2 & 3	Purchased electricity from a grid NSW & ACT	10,984.16
2 & 3	Purchased electricity from a grid (GridX)	29,900.57
2 & 3	Purchased electricity from a grid VIC	33,161.41
2 & 3	Purchased electricity from a grid QLD	12,918.21
2 & 3	Purchased electricity from a grid SA	859.92
2 & 3	Purchased electricity from a grid WA	2,912.29
2 & 3	Purchased electricity from a grid TAS	185.95
1 & 3	Purchased electricity from a grid NT	640.41
1 & 3	Natural gas distributed in a pipeline	823.46
1 & 3	Petroleum based oils (other than petroleum based oil used as fuel)	726.49
1 & 3	Petroleum based greases (not combusted)	51.32
1 & 3	Kerosene (other than for use as fuel in an aircraft)	9,131.33
1 & 3	Diesel oil	-
1 & 3	Solvents if mineral turpentine or white spirits	1,148.38
1 & 3	Liquefied petroleum gas	180.36
1 & 3	Gasoline (other than for use as fuel in an aircraft)	723.88
1 & 3	Diesel oil	11,890.20
1 & 3	Liquefied petroleum gas	20.12
1	Ethanol	0.10
1	Refrigerants	175.16
3	Industrial Refrigerants	1,250.00
3	Food	16,872.22
3	Commercial and industrial waste	7,063.20
3	Magazines	778.16

3	Embodied Energy	33,201.47
3	Food	269,060.08
3	Plastic	18,248.94
3	Taxi	3,698.70
3	Accommodation	45,511.83
3	Water	574.16
1.	*Total inventory emissions*	10,242,941
	a. Number of functional units represented by the inventory emissions	Not applicable
2.	*Emissions per functional unit (based on the number of functional units represented by the inventory)* *Total tCO2-e divided by the number of functional units in 1a*	Not applicable
3.	*Carbon footprint* *(Emissions per functional unit (2)* number of functional units (a or b from table 2))*	Not applicable

Uplift factors

Not applicable.

Carbon neutral products

Not applicable.

4. CARBON OFFSETS

Offset purchasing strategy: in arrears

Qantas Group does not, and has no plans to, forward purchase and hold carbon credits under the Climate Active Carbon Neutral Standard. This reporting year, a preliminary assessment of uptake for voluntary carbon offsets was communicated to our voluntary carbon offsets suppliers. Once our suppliers prepared a portfolio and it was approved by Qantas Group, they purchased and retired the offsets on Qantas' behalf.

A summary of the offsets purchased and retired by Qantas Group in FY20 are highlighted below:

- 199,129 tonnes of CO_2-e offsets were purchased and retired for customers who 'ticked-the-box' and flew carbon neutral.
- 1,858 tonnes of CO_2-e offsets were purchased and retired to offset the tonnes sold to offset flights on qantasfutureplanet.com.au.
- 30,417 tonnes of CO_2-e offsets were purchased and retired to offset all duty travel.
- The total Fly Carbon Neutral offset purchased and retired in FY20 was 231,404 tonnes of CO_2-e.

NOTE: No Qantas Freight emissions have been offset in FY20, therefore no carbon offsets have been purchased or retired for Qantas Freight.

Under **6. Additional Information** we have further information around additional offsets purchased in FY20 on behalf of Qantas Group.

Offsets summary

Table 5: *Table of Qantas' FY20 carbon offset retirements purchased.*

1. Total offsets required for this report	231,404
2. Offsets retired in previous reports and used in this report	0
3. Net offsets required for this report	231,404

Project description	Type of offset units	Registry	Date retired	Serial number (and hyperlink to registry transaction record)	Vintage	Quantity (tonnes CO_2-e)	Quantity used in previous report	Quantity banked for future years	Quantity used in this report
Abkuk Wind Farm Project, Turkey (GS436)	VERs	Gold Standard	3 Nov 2019	GS1-1-TR-GS436-12-2014-7441-196-9776	2014	9,581	0	0	9,581
	VERs	Gold Standard	3 Nov 2019	GS1-1-TR-GS436-12-2015-7440-9715-9984	2015	270	0	0	270
	VERs	Gold Standard	3 Nov 2019	GS1-1-TR-GS436-12-2015-7440-1215-6572	2015	5,358	0	0	5,358
Bundled Clean Energy in Jamnagar, Gujarat, India (VCS1441)	VCUs	APX Verra Registry	17 Feb 2020	7350-386192107-386212100-VCU-034-APX-IN-1-1441-01012014-31122014-0	2014	19,994	0	0	19,994
Bundled wind energy generation projects in Gujarat, India (VCS412)	VCUs	APX Verra Registry	27 Apr 2020	5268-219086917-219107940-VCU-005-APX-IN-1-412-01012015-31122015-0	2015	21,024	0	0	21,024
Hezhang Rural Methane Digesters, Guizhou, China (GS2640)	VERs	Gold Standard	3 Nov 2019	GS1-1-CN-GS2640-4-2016-17447-26002-28926	2016	2,925	0	0	2,925

Kavakli Wind Farm Project, Turkey (GS2682)	VERs	Gold Standard	17 Feb 2020	GS1-1-TR-GS2682-12-2014-4809-10501-25500	2014	15,000	0	0	15,000
	VERs	Gold Standard	17 Feb 2020	GS1-1-TR-GS2682-12-2015-4808-57-5050	2015	4,994	0	0	4,994
Sah Wind Power Plant, Turkey (GS905)	VERs	Gold Standard	27 Apr 2020	GS1-1-TR-GS905-12-2016-6849-3949-7339	2016	3,391	0	0	3,391
	VERs	Gold Standard	8 Sep 2020	GS1-1-TR-GS905-12-2016-6849-7537-7952	2016	416	0	0	416
Siam Cement Biomass Project, Thailand (VCS403)	VCUs	APX Verra Registry	3 Nov 2019	6173-283272731-283276398-VCU-030-APX-TH-4-403-01012015-31122015-0	2015	3,668	0	0	3,668
	VCUs	APX Verra Registry	17 Feb 2020	6173-283288196-283295126-VCU-030-APX-TH-4-403-01012015-31122015-0	2015	6,931	0	0	6,931
	VCUs	APX Verra Registry	27 Apr 2020	6175-283356749-283357311-VCU-030-APX-TH-4-403-01012016-31032016-0	2016	563	0	0	563
	VCUs	APX Verra Registry	27 Apr 2020	6175-283345483-283356448-VCU-030-APX-TH-4-403-01012016-31032016-0	2016	10,966	0	0	10,966
	VCUs	APX Verra Registry	17 Feb 2020	6175-283341449-283345482-VCU-030-APX-TH-4-403-01012016-31032016-0	2016	4,034	0	0	4,034
	VCUs	APX Verra Registry	3 Nov 2019	6173-283281920-283288195-VCU-030-APX-TH-4-403-01012015-31122015-0	2015	6,276	0	0	6,276

Siam Cement Biomass Project, Thailand (VCS403)	VCUs	APX Verra Registry	8 Sep 2020	6175-283357312-283358725-VCU-030-APX-TH-4-403-01012016-31032016-0	2016	1,414	0	0	1,414
Ucayali Indigenous REDD, Peru (VCS1360)	VCUs	APX Verra Registry	27 Apr 2020	7211-377141034-377141229-VCU-042-MER-PE-14-1360-01072013-30062014-1	2013-2014	196	0	0	196
	VCUs	APX Verra Registry	27 Apr 2020	8040-449350221-449367657-VCU-042-MER-PE-14-1360-01072013-30062014-1	2013-2014	17,437	0	0	17,437
Cordillera Azul National Park REDD Project (VCS985)	VCUs	APX Verra Registry	8 Sep 2020	5570-246318633-246320794-VCU-024-MER-PE-14-985-08082013-07082014-1	2013-2014	2,162	0	0	2,162
Wind Power Project in Tirupur District, India (VCS1163)	VCUs	APX Verra Registry	3 Nov 2019	7150-374494129-374512262-VCU-050-APX-IN-1-1163-01012016-31122016-0	2016	18,134	0	0	18,134
Clean Energy Generation in Gujarat, India (VCS1081)	VCUs	APX Verra Registry	8 Sep 2020	7352-386349870-386352447-VCU-034-APX-IN-1-1081-01012014-31122014-0	2014	2,578	0	0	2,578
Wunambal Gaambera Uunguu Fire Project (EOP100641)	ACCUs	ANREU	22 Jan 2021	3,799,882,980 - 3,799,903,432	2019-2020	20,453	0	0	20,453
Wilinggin Fire Project (EOP100642)	ACCUs	ANREU	22 Jan 2021	3,800,327,201 - 3,800,347,653	2019-2020	20,453	0	0	20,453
Dambimangari Fire Project (EOP100647)	ACCUs	ANREU	22 Jan 2021	3,800,352,178 - 3,800,353,088	2019-2020	9,11	0	0	911
↑ FY20 Fly Carbon Neutral Total						**199,129**	**0**	**0**	**199,129**

Bundled wind power project in Harshnath managed by Enercon, India (VCS381)	VCUs	APX Verra Registry	14 Oct 2020	5763-258507070-258508192-VCU-034-APX-IN-1-381-01012015-31122015-0	2015	1,123	0	0	1,123
Cordillera Azul National Park REDD Project (VCS985)	VCUs	APX Verra Registry	14 Oct 2020	5570-246326225-246326403-VCU-024-MER-PE-14-985-08082013-07082014-1	2013-2014	179	0	0	179
Protection of a Tasmanian Native Forest (Project 3: Peter Downie) (VCS587)	VCUs	APX Verra Registry	14 Oct 2020	3229-145734864-145735419-VCU-016-MER-AU-14-587-01032012-28022013-0	2012-2013	556	0	0	556
↑ Qantasfutureplanet.com.au Total						**200,987**	**0**	**0**	**200,987**
Renewable Energy Wind Power Project in Kamataka (CER-IN-4956)	CERs	APX Verra Registry	2 Dec 2020	242,137,278 – 242,167,694	CP2	30,417	0	0	30,417
↑ FY20 Duty Travel Total						**231,404**	**0**	**0**	**231,404**
						Total offsets retired this report and used in this report			**231,404**
						Total offsets retired this report and banked for future reports			**0**

Co-benefits

Our carbon offset portfolio reflects the strategic priorities of Qantas Group. This includes our commitment to support Indigenous economic development through our Reconciliation Action Plan, which involves supporting the employment of Indigenous rangers in northern Australia, who use traditional practices to promote the regeneration of native vegetation. 21 per cent of the offsets purchased when customers 'tick-the-box' to fly carbon neutral are reserved to purchase offsets involving fire abatement projects. For FY20 these projects included:

- Wunambal Gaambera Uunguu Fire Project
- Wilinggin Fire Project
- Dambimangari Fire Project

These projects also align to 9 of the United Nations Sustainable Development Goals (SDGs).

5. USE OF TRADEMARK

Table 6: *Description where trademark used.*

Description where trademark used	Logo type
N/A	N/A

6. ADDITIONAL INFORMATION

Additional offsets

Dollar for Dollar Matching

On the 11th of November 2019, Qantas Group announced that they will be matching every dollar spent by customers who 'tick-the-box' to fly carbon neutral through the Qantas and Jetstar channels, effectively doubling the program. This resulted in an additional **$1,184,055.70** of funds to be invested on behalf of Qantas Group to purchase and retire offsets from this date to the 30th June 2020. This was done following the same strategic priorities of our voluntary customer offset portfolio and was communicated to our voluntary carbon offset suppliers who purchased and retired on Qantas' behalf.

- 99,599 tonnes of additional CO_2-e offsets were purchased and retired through matching every dollar spent by customers who 'ticked-the-box' and flew carbon neutral.

Additional Carbon Neutral Flights

Throughout FY20 Qantas Group committed to purchasing and retiring additional offsets for other carbon neutral flights, this included:

- 707 tonnes of CO_2-e offsets were purchased and retired to offset A380 Flight: Dresden to Sydney (VH-OQH "Reginald Ansett") in December 2019.
- 407 tonnes of CO_2-e offsets were purchased and retired to offset the three 787-9 Sunrise Test Flights (1 x JFK-SYD, 1 x JFK-MEL and 1 x LHR-SYD) in October, November & December 2019.
- 577 tonnes of CO_2-e offsets were purchased and retired to offset booked seats on Kangaroo Island Flights (KGC>ADE & KGC>MEL) between 4th of December 2017 to the 31st of December 2019.
- 75 tonnes of CO_2-e offsets purchased and retired to offset flights to the 2019 Investor Day on the 19th of November 2019.

FY19 Fly Carbon Neutral ACCUs

- 39,600 tonnes of CO_2-e offsets were purchased in FY19 for customers who 'ticked-the-box' and flew carbon neutral, however they were unfortunately not retired and included in Qantas' FY19 Climate Active Certification PDS. They were subsequently retired in FY20 and have been included below in this PDS as an element of transparency.
- The total additional offset purchased and retired in FY20 was 101,365 tonnes of CO_2-e. Adding the 39,600 tonnes of CO_2-e offsets retired in FY19, this equates to 140,965 total additional offsets included in this PDS.

Table 7: *Summary of all carbon offset retirement purchases accounted for in Qantas' FY20 reporting period.*

	Tonnes of CO_2-e offsets
FY20 Fly Carbon Neutral Program	231,404
Dollar for Dollar Customer Program Matching	99,599
FY20 Additional "carbon neutral" flights	1,766
FY19 Fly Carbon Neutral Program	39,600
Total tonnes of CO_2-e offsets	**372,369**

Additional offsets summary

Table 8: *Table of Qantas' FY20 additional carbon offset retirements purchased.*

1. Total offsets required for this report	140,965
2. Offsets retired in previous reports and used in this report	0
3. Net offsets required for this report	0

Project description	Type of offset units	Registry	Date retired	Serial number (and hyperlink to registry transaction record)	Vintage	Quantity (tonnes CO_2-e)	Quantity used in previous report	Quantity banked for future years	Quantity used in this report
Enercon Wind Farms in Karnataka Bundled Project - 73.60MW (CER-IN-1286)	CERs	ANREU	3 Feb 2021	215,767,288 - 215,800,839	CP2	33,552	0	0	33,552
Siam Cement Biomass Project (VCS403)	VCUs	APX Verra Registry	3 Feb 2021	6174-283316421-283331420-VCU-030-APX-TH-4-403-01012017-30062017-0	2017	15,000	0	0	15,000
	VCUs	APX Verra Registry	3 Feb 2021	6175-283360417-283363815-VCU-030-APX-TH-4-403-01012016-31032016-0	2016	3,399	0	0	3,399
Forest Management to reduce deforestation and degradation in Shipibo Conibo and Cacataibo Indigenous communities of Ucayali region (VCS1360)	VCUs	APX Verra Registry	3 Feb 2021	8040-449372665-449400804-VCU-042-MER-PE-14-1360-01072013-30062014-1	2013-2014	28,140	0	0	28,140
Kavakli Wind Farm Project (GS2682)	VERs	Gold Standard	3 Feb 2021	GS1-1-TR-GS2682-12-2015-4808-5051-10462	2014-2015	5,412	0	0	5,412
Wilinggin Fire Project (EOP100642)	ACCUs	ANREU	3 Feb 2021	3,799,903,433 - 3,799,913,004	2019-2020	9,572	0	0	9,572
Wunambal Gaambera Uunguu Fire Project (EOP100641)	ACCUs	ANREU	3 Feb 2021	3,800,347,654 - 3,800,352,177	2019-2020	4,524	0	0	4,524

↑ $1 for $1 Customer FCN Offset Match by Qantas Group Total						**99,599**	**0**	**0**	**99,599**
Dambimangari Fire Project (EOP100647)	ACCUs	ANREU	22 Jan 2021	3,800,353,089 - 3,800,353,795	2019-2020	707	0	0	707
↑ DEC 2019: A380 Flight: Dresden to Sydney (VH-OQH "Reginald Ansett") Total						**100,306**	**0**	**0**	**100,306**
Dambimangari Fire Project (EOP100647)	ANREU	ACCUs	22 Jan 2021	3,800,353,796 - 3,800,354,202	2019-2020	407	0	0	407
↑ OCT 2019–DEC 2019: 3 x Sunrise Test Flights (1 x JFK-SYD, 1 x JFK-MEL & 1 x LHR-SYD) Total						**100,713**	**0**	**0**	**100,713**
Dambimangari Fire Project (EOP100647)	ANREU	ACCUs	22 Jan 2021	3,800,354,203 - 3,800,354,779	2019-2020	577	0	0	577 [1]
↑ DEC 2017–DEC 2019: Booked Seats Kangaroo Island Flights (KGC>ADE & KGC>MEL) Total						**101,290**	**0**	**0**	**101,290**
Wind Power Project in Tirupur District (VCS1163)	VCUs	APX Verra Registry	28 Nov 2020	7149-374428250-374428324-VCU-050-APX-IN-1-1163-01012018-07012019-0	2018-2019	75	0	0	75
↑ FY20 Investor Day Total						**101,365**	**0**	**0**	**101,365**
Wilinggin Fire Project (EOP100642)	ACCUs	ANREU	22 Jan 2021	3,783,270,299 - 3,783,282,769	2018-2019	12,471	0	0	12,471
Dambimangari Fire Project (EOP100647)	ACCUs	ANREU	22 Jan 2021	3,784,893,934 - 3,784,906,404	2018-2019	12,471	0	0	12,471
Balanggarra 1 Fire Project (EOP100650)	ACCUs	ANREU	21 Jan 2021	3,783,019,667 - 3,783,033,376	2018-2019	13,710	0	0	13,710
Wunambal Gaambera Uunguu Fire Project (EOP100641)	ACCUs	ANREU	21 Jan 2021	3,783,407,506 - 3,783,408,453	2018-2019	948	0	0	948
↑ FY19 Fly Carbon Neutral ACCUs Total						**140,965**	**0**	**0**	**140,965**
					Total additional offsets retired this report and used in this report				**140,965**
					Total offsets retired this report and banked for future reports				**0**

[1] KGC flights were offset using credits from savanna burning projects in the NT. At the time of finalising our offset portfolio at EOFY, carbon projects in Kangaroo Island had yet to become available to purchase credits. Until then we will continue to use the Fly Carbon Neutral portfolio for this commitment, with a focus on purchasing ACCUs.

APPENDIX 1

Non-attributable emissions for products and services

Table 9

Relevance test					
Non-attributable emission	*The emissions from a particular source are likely to be large relative to the organisation's electricity, stationary energy and fuel emissions*	*The emissions from a particular source contribute to the organisation's greenhouse gas risk exposure.*	*Key stakeholders deem the emissions from a particular source are relevant.*	*The responsible entity has the potential to influence the reduction of emissions from a particular source.*	*The emissions are from outsourced activities previously undertaken within the organisation's boundary, or from outsourced activities typically undertaken within the boundary for comparable organisations.*
Not applicable					

APPENDIX 2

Non-quantified emissions for products/services

Table 10

Non-quantification test				
Relevant-non-quantified emission sources	*Immaterial <1% for individual items and no more than 5% collectively*	*Quantification is not cost effective relative to the size of the emission but uplift applied.*	*Data unavailable but uplift applied. A data management plan must be put in place to provide data within 5 years.*	*Initial emissions non-quantified but repairs and replacements quantified*
Office paper	Yes	Yes – however no uplift factor has been applied		