



PUBLIC DISCLOSURE STATEMENT

QANTAS AIRWAYS LIMITED

**OPT-IN SERVICE CERTIFICATION
FY2020/21**

Australian Government
Climate Active
Public Disclosure Statement



NAME OF CERTIFIED ENTITY: Qantas Airways Limited

REPORTING PERIOD: 1 July 2020 – 30 June 2021

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:

A handwritten signature in black ink, appearing to read "Tom Gallagher".

Date: 15th May 2022

Name of Signatory: Tom Gallagher

Position of Signatory: Head of Carbon Offsetting



Australian Government
Department of Industry, Science,
Energy and Resources

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1.CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	225,919 tCO ₂ -e
THE OFFSETS BOUGHT	62% CERs, 21% ACCUs, 15% VCU, 2% VERs
RENEWABLE ELECTRICITY	N/A
TECHNICAL ASSESSMENT	Next technical assessment due: FY2021-22

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2. CARBON NEUTRAL INFORMATION

Description of certification

The Qantas Group's offering is the provision of voluntary carbon neutral passenger flight services to our customers (on an opt-in basis) and employees (as an organisation).

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 well-to-wake 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 service LCA. There are no geographic limitations to the scope of the LCA as we are a global airline.

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-kilometer and per-freight-kilometer (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.

“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.”

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.

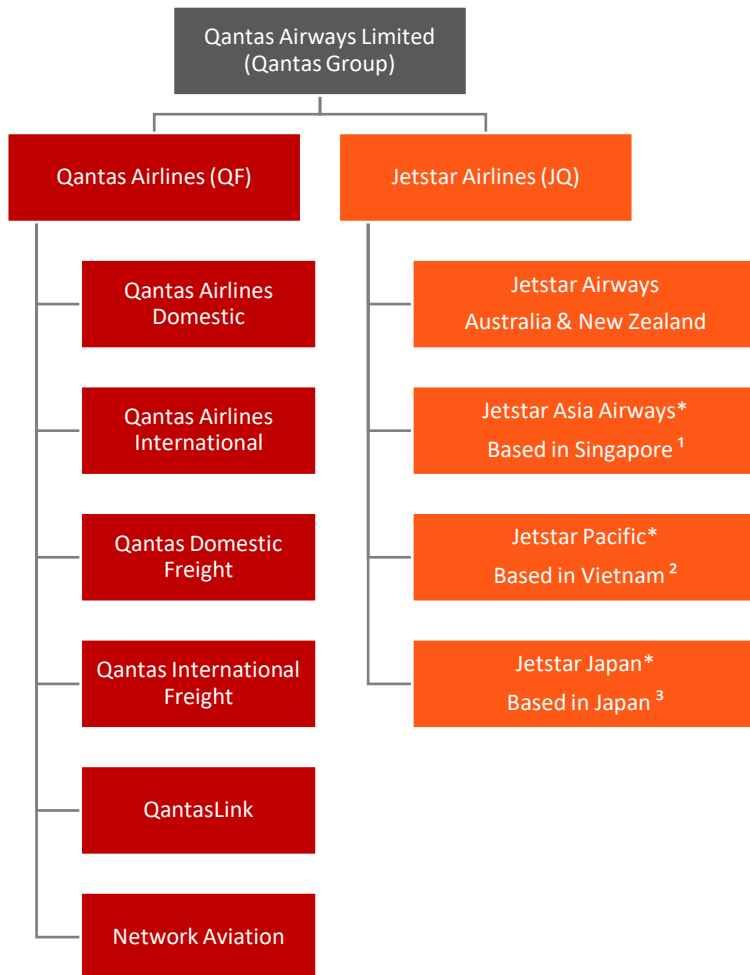


Figure 1: Organisational diagram representing the reporting structure for the purpose of Climate Active certification.

* 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 service is offered. These organisations 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

Service process diagram

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

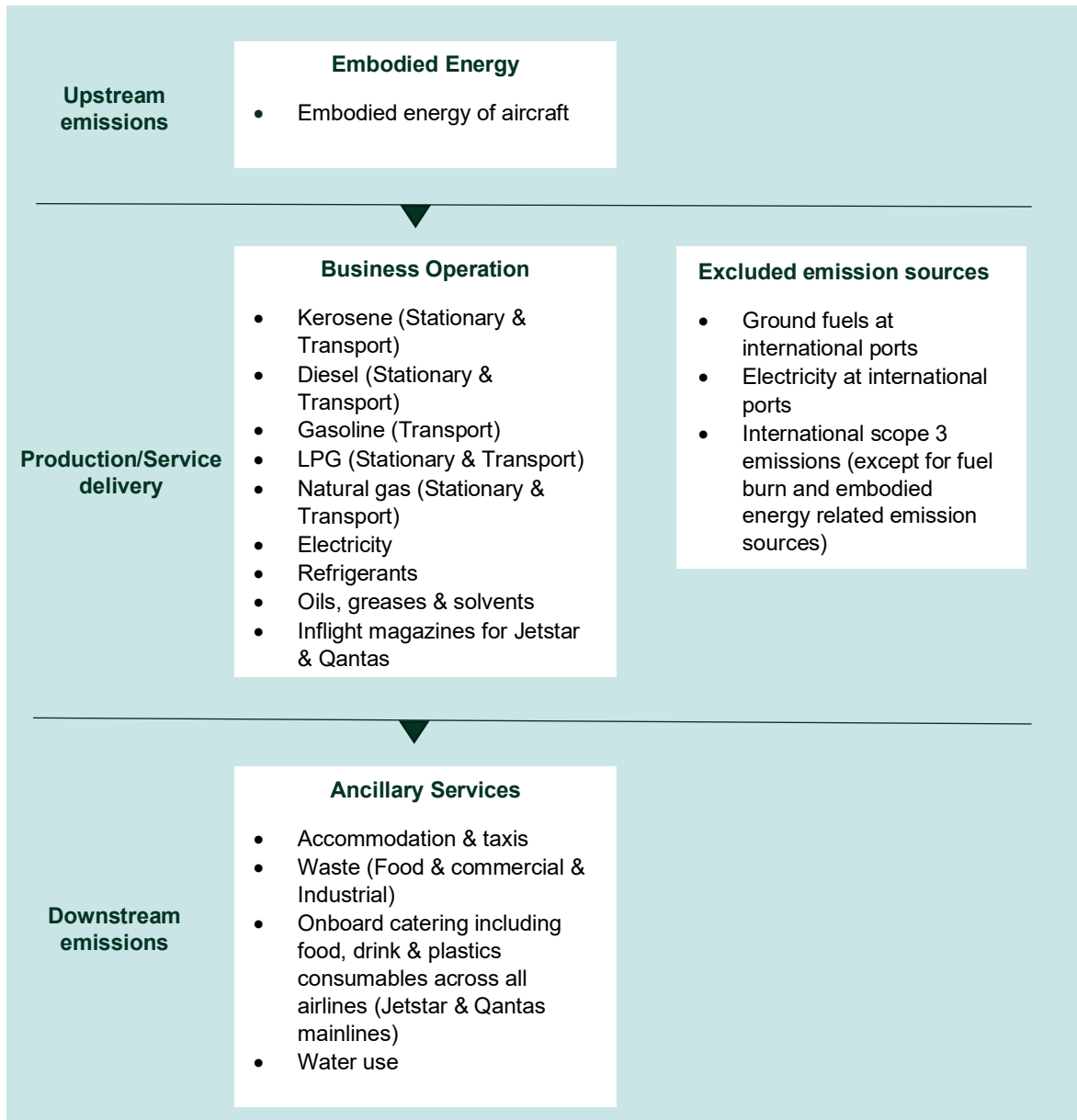


Figure 2: Qantas Group Fly Carbon Neutral process diagram.

3. EMISSIONS BOUNDARY

Per the Climate Active Carbon Neutral Standard for Services, Qantas calculates emissions using the [National Greenhouse Accounts Factors August 2019](#).

Diagram of the certification boundary

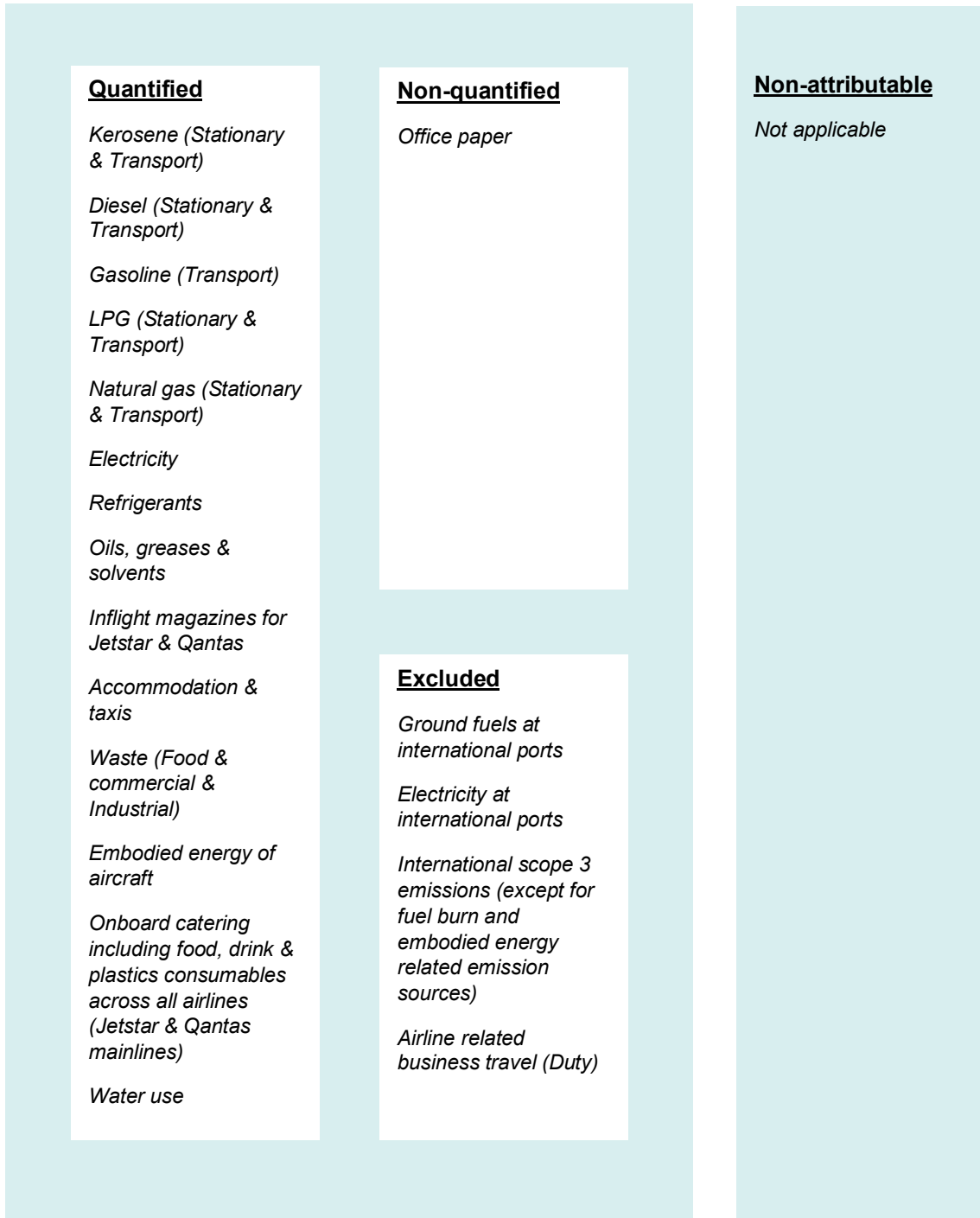


Figure 3: Diagram of The Qantas Group certification boundary.

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 FY21 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.

4. EMISSIONS REDUCTIONS

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.	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.	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 2020/21 were ~70 per cent lower than 2018/19 level in line with reduced operating conditions.

In addition to our stated 2050 targets and commitments, in 2022 the Qantas Group released its [Climate Action Plan](#) which outlined interim targets for 2030.

Table 2: Qantas Group Interim 2030 Targets: in the air

Target	Strategy to deliver	Performance to target (FY19)
25% reduction in net emissions from 2019 levels by 2030	Continual investment in new aircraft technology, sustainable aviation fuels and carbon market industry development.	Group emissions for 2020/21 were ~70 per cent lower than 2018/19 level in line with reduced operating conditions.

<p>10% of Sustainable Aviation Fuel (SAF) in fuel mix by 2030</p>	<p>Continuing to work with state and federal governments to ensure policy frameworks support the acceleration of sustainable aviation, including the development of a SAF industry in Australia.</p>	<p>Initial investment of AU\$50M in SAF domestic production, development of a SAF corporate program, offshore SAF deals, US\$200M partnership with Airbus to support a domestic SAF industry.</p>
<p>Average of 1.5% per year fuel efficiency improvements to 2030</p>	<p>Fuel efficiency through fleet modernisation and operational improvements.</p>	<p>Fuel efficiency has been impacted by the reduction in flying due to COVID-19.</p>

5.EMISSIONS SUMMARY

Emissions over time

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

Emissions since base year			
	Base year: 2012-13 (FY13)	Previous year: 2019-20 (FY20)	Current year: 2020-21 (FY21)
Scope 1 (tCO ₂ -e)	14,814,299	9,276,620	3,211,877
Scope 2 (tCO ₂ -e)	225,515	83,920	64,983
Scope 3 (tCO ₂ -e)	1,224,017	882,401	218,276
Total tCO ₂ -e	16,263,831	10,242,941	3,495,135
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 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.

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 FY21 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.

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 CO₂-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 CO₂-e per-passenger-kilometre').

Freight

The functional unit is the transport of one tonne of freight expressed in tonnes CO₂-e per tonne kilometre (i.e. 't CO₂-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 (CO₂), nitrous oxide (N₂O), methane (CH₄), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs) 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 passenger's 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 CO₂-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 CO₂-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 FY21. 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 FY21, and until the impacts of COVID-19 are mitigated.

Emissions summary (inventory)

Table 4: Summary of The Qantas Group's total Passenger & Freight emissions.

Scope	Emission source category	tonnes CO ₂ -e
1 & 3	Kerosene for use as fuel in an aircraft	3,349,296
2 & 3	Purchased electricity from a grid NSW & ACT	9,568
2 & 3	Purchased electricity from a grid (GridX)	0
2 & 3	Purchased electricity from a grid VIC	21,470
2 & 3	Purchased electricity from a grid QLD	26,741
2 & 3	Purchased electricity from a grid SA	10,773
2 & 3	Purchased electricity from a grid WA	610
2 & 3	Purchased electricity from a grid TAS	1,665
1 & 3	Purchased electricity from a grid NT	221
1 & 3	Natural gas distributed in a pipeline	1,199
1 & 3	Petroleum based oils (other than petroleum based oil used as fuel)	150
1 & 3	Petroleum based greases (not combusted)	26
1 & 3	Kerosene (other than for use as fuel in an aircraft)	600
1 & 3	Diesel oil	578
1 & 3	Solvents if mineral turpentine or white spirits	56
1 & 3	Liquefied petroleum gas	11
1 & 3	Gasoline (other than for use as fuel in an aircraft)	36
1 & 3	Diesel oil	0
1 & 3	Liquefied petroleum gas	0
1	Ethanol	0
1	Refrigerants	0
3	Industrial Refrigerants	1,370
3	Food	25,223
3	Commercial and industrial waste	4,358
3	Magazines	799
3	Embodied Energy	32,192

3	Plastic	3,698
3	Taxi	509
3	Accommodation	3,552
3	Water	431
1. Total inventory emissions		3,495,135
a. Number of functional units represented by the inventory emissions		Commercial in confidence
2. Emissions per functional unit (based on the number of functional units represented by the inventory) Total tCO ₂ -e divided by the number of functional units in 1a		Commercial in confidence
3. Carbon footprint (Emissions per functional unit (2)* number of functional units (a or b from table 2))		Commercial in confidence

Uplift factors

Not applicable.

Use of Climate Active carbon neutral products and services

Not applicable.

6. 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 FY21 are highlighted below:

- 117,397 carbon offsets were purchased and retired for customers who 'ticked-the-box' and flew carbon neutral.
- 172 offsets were purchased and retired to offset the tonnes sold to offset flights on qantasfutureplanet.com.au.
- 4,440 CO₂-e offsets were purchased and retired to offset all duty travel.
- The total number of Fly Carbon Neutral offset purchased and retired in FY21 was 122,009.

NOTE: No Qantas Freight emissions have been offset in FY21, therefore no carbon offsets have been purchased or retired for Qantas Freight.

Offsets summary

Table 5: Table of Qantas' FY21 carbon offset retirements purchased.

1. Total offsets required for this report		122,009								
2. Offsets retired in previous reports and used in this report		0								
3. Net offsets required for this report		122,009								
Offsets cancelled for Climate Active Carbon Neutral Certification										
Project description	Type of offset units	Registry	Date retired	Serial number (and hyperlink to registry transaction record)	Vintage	Eligible Quantity (tCO ₂ -e)	Quantity used for previous reporting periods	Quantity banked for future reporting periods	Quantity used for this reporting period claim	Percentage of total (%)
Enercon Wind Farms in Karnataka Bundled Project – 33 MW	CERs	ANREU	31-Aug-21	200,937,385 - 200,972,076	CP2	34,692			34,692	28%
Grid Connected Wind Energy Generation at Andhra Pradesh	CERs	ANREU	24-Jun-21	240,997,914 - 241,018,792	CP2	20,879			20,879	17%
Enercon Wind Farms in Karnataka Bundled Project - 73.60 MW	CERs	ANREU	29-Apr-21	215,803,287 - 215,818,480	CP2	15,194			15,194	12%
Kavakli Wind Power Plant	VERs	Gold Standard	24-Jun-21	GS1-1-TR-GS2682-12-2015-4808-11478-11775	2015	298			298	0%
Kavakli Wind Power Plant	VERs	Gold Standard	31-Aug-21	GS1-1-TR-GS2682-12-2015-4808-12074-12569	2015	496			496	0%
Cordillera Azul National Park REDD Project	VCUs	VERRA	24-Jun-21	5570-246341862-246344247-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	2,386			2,386	2%

Cordillera Azul National Park REDD Project	VCUs	VERRA	31-Aug-21	5570-246348126-246352090-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	3,965		3,965	3%
Bundled wind power project in Harshnath managed by Enercon (India) Limited	VCUs	VERRA	29-Apr-21	7769-426860928-426863170-VCU-034-APX-IN-1-381-01052017-31122017-0	2017	2,243		2,243	2%
Bundled Wind Power Project in Tamil Nadu managed by Enercon India Limited-I	VCUs	VERRA	19-Nov-20	5371-228210661-228213744-VCU-050-APX-IN-1-281-11022015-07122015-0	2015	3,084		3,084	3%
Cordillera Azul National Park REDD Project	VCUs	VERRA	29-Apr-21	5570-246333174-246335054-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	1,881		1,881	2%
Cordillera Azul National Park REDD Project	VCUs	VERRA	29-Apr-21	5570-246335055-246336791-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	1,737		1,737	1%
Cordillera Azul National Park REDD Project	VCUs	VERRA	19-Nov-20	5570-246329076-246331661-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	2,586		2,586	2%
Siam Cement Biomass Project	VCUs	VERRA	19-Nov-20	6175-283358726-283360416-VCU-030-APX-TH-4-403-01012016-31032016-0	2016	1,691		1,691	1%
Siam Cement Biomass Project	VCUs	VERRA	29-Apr-21	6175-283363816-283365045-VCU-030-APX-TH-4-403-01012016-31032016-0	2016	1,230		1,230	1%
Kavakli Wind Power Plant	VERs	Gold Standard	29-Apr-21	GS1-1-TR-GS2682-12-2015-4808-10463-10824	2015	362		362	0%

Kavakli Wind Power Plant	VERs	Gold Standard	29-Apr-21	GS1-1-TR-GS2682-12-2015-4808-10825-11041	2015	217		217	0%
Sah Wind Power Plant	VERs	Gold Standard	19-Nov-20	GS1-1-TR-GS905-12-2016-6849-8002-8498	2016	497		497	0%
Dambimangari Fire Project	ACCUs	ANREU	7-Mar-22	8.328.211.871 - 8.328.224.902	2020-21	6,516		6,516	5%
Wilinggin Fire Project	ACCUs	ANREU	7-Mar-22	8.332.545.389 - 8.332.558.420	2021-22	6,516		6,516	5%
Wunambal Gaambera Unguu Fire Project	ACCUs	ANREU	7-Mar-22	8.323.870.449 - 8.323.883.480	2020-21	6,516		6,516	5%
Balanggarra 1 Fire Project	ACCUs	ANREU	7-Mar-22	8.327.286.263 - 8.327.295.083	2020-21	4,411		4,411	4%
↑ FY21 Fly Carbon Neutral Total						117,397		117,397	
Bundled Wind Power project in Tamil Nadu managed by Enercon India Limited II	VCUs	VERRA	15-Feb-21	4700-193876854-193876971-VCU-050-APX-IN-1-404-16052015-14122015-0	2015	118		118	0%
Cordillera Azul National Park REDD Project	VCUs	VERRA	15-Feb-21	5570-246331793-246331801-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	9		9	0%
Protection of a Tasmanian Native Forest (Project 3: Peter Downie)	VCUs	VERRA	15-Feb-21	3229-145735420-145735464-VCU-016-MER-AU-14-587-01032012-28022013-0	2013	45		45	0%

↑ Qantasfutureplanet.com.au Total						172			172	
Enercon Wind Farms in Karnataka Bundled Project – 33 MW	CERs	ANREU	1-Sep-21	200,998,458 - 201,000,232	CP2	1,775			1,775	1%
Enercon Wind Farms in Karnataka Bundled Project – 33 MW	CERs	ANREU	1-Sep-21	201,000,233 - 201,002,897	CP2	2,665			2,665	2%
↑ FY21 Duty Travel Total						4,440			4,440	
Total offsets retired this report and used in this report									122,009	
Total offsets retired this report and banked for future reports									0	

Type of offset units	Quantity (used for this reporting period claim)	Percentage of Total
Australian Carbon Credit Units (ACCU)	23,959	20%
Certified Emissions Reductions (CERs)	75,205	62%
Verified Emissions Reductions (VERs)	1,870	2%
Verified Carbon Units (VCUs)	20,975	17%

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 FY21 these projects included:

- Wunambal Gaambera Unguu Fire Project
- Wilinggin Fire Project
- Dambimangari Fire Project
- Balangarra Fire Project

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



APPENDIX A: 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 **\$1,317,162.70** of funds to be invested on behalf of Qantas Group to purchase and retire offsets from this date to the 30th June 2021. 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.

- 103,799 tonnes of additional CO₂-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 FY21 Qantas Group committed to purchasing and retiring additional offsets for other carbon neutral flights, this included:

- 111 tonnes of CO₂-e offsets were purchased and retired to offset B789 Scenic Flight: Sydney to Uluru in [September 2020](#).

Table 7: Summary of all carbon offset retirement purchases accounted for in Qantas' FY21 reporting period.

	Number of carbon offsets
FY21 Fly Carbon Neutral Program	122,009
Dollar for Dollar Customer Program Matching	103,779
FY21 Additional "carbon neutral" flights	111
Total carbon offsets	225,919

Additional offsets summary

Table 8: Table of Qantas' FY21 additional carbon offset retirements purchased.

1. Total offsets required for this report				103,910					
2. Offsets retired in previous reports and used in this report				0					
3. Net offsets required for this report				103,910					
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 - 73.60 MW	CERs	ANREU	24 Jun 2021	215.819.926 - 215.834.130	CP2	14,205			14,205
	CERs	ANREU	24 Jun 2021	215.834.131 - 215.855.009	CP2	20,879			20,879
Enercon Wind Farms in Karnataka Bundled Project – 33 MW	CERs	ANREU	31 Aug 2021	200.972.077 - 200.998.457	CP2	26,381			26,381
Enercon Wind Farms in Karnataka Bundled Project - 73.60 MW	CERs	ANREU	24 Jun 2021	215.818.481 - 215.819.925	CP2	1,445			1,445
Renewable Energy Wind Power Project in Karnataka	CERs	ANREU	24 Jun 2021	242.177.659 - 242.180.323	CP2	2,665			2,665
Balabanli Wind Power Plant	VERs	Gold Standard	31 Aug 2021	GS1-1-TR-GS1322-12-2014-6603-2992-3000	2014	9			9
	VERs	Gold Standard	31 Aug 2021	GS1-1-TR-GS1322-12-2016-6601-12694-13061	2016	368			368
Kavakli Wind Power Plant	VERs	Gold Standard	24 Jun 2021	GS1-1-TR-GS2682-12-2015-4808-11776-12073	2015	298			298

Cordillera Azul National Park REDD Project	VCUs	VERRA	24 Jun 2021	5570-246344248-246346633-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	2,386	2,386
Cordillera Azul National Park REDD Project	VCUs	VERRA	31 Aug 2021	5570-246352091-246355105-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	3,015	3,015
Cordillera Azul National Park REDD Project	VCUs	VERRA	24 Jun 2021	5570-246339027-246340238-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	1,212	1,212
	VCUs	VERRA	24 Jun 2021	5570-246340239-246341861-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	1,623	1,623
	VCUs	VERRA	23 Jun 2021	5570-246336792-246339026-VCU-024-MER-PE-14-985-08082013-07082014-1	2014	2,235	2,235
Siam Cement Biomass Project	VCUs	VERRA	23 Jun 2021	6175-283365046-283366507-VCU-030-APX-TH-4-403-01012016-31032016-0	2016	1,462	1,462
	VCUs	VERRA	24 Jun 2021	6175-283366508-283367299-VCU-030-APX-TH-4-403-01012016-31032016-0	2016	792	792
Kavakli Wind Power Plant	VERs	Gold Standard	24 Jun 2021	GS1-1-TR-GS2682-12-2015-4808-11042-11274	2015	233	233
	VERs	Gold Standard	24 Jun 2021	GS1-1-TR-GS2682-12-2015-4808-11275-11477	2015	203	203
Sah Wind Farm Project	VERs	Gold Standard	23 Jun 2021	GS1-1-TR-GS905-12-2016-6849-16313-16742	2016	430	430
Dambimangari Fire Project	ACCUs	ANREU	07 Mar 2022	8,328,211,871 - 8,328,224,902	2020-21	6,516	6,516
Wilinggin Fire Project	ACCUs	ANREU	07 Mar 2022	8,332,545,389 - 8,332,558,420	2021-22	6,516	6,516
Wunambal Gaambera Uunguu Fire Project	ACCUs	ANREU	07 Mar 2022	8,323,870,449 - 8,323,883,480	2020-21	6,516	6,516
Balanggarra 1 Fire Project	ACCUs	ANREU	07 Mar 2022	8,327,286,263 - 8,327,295,083	2020-21	4,411	4,410

↑ \$1 for \$1 Customer FCN Offset Match by Qantas Group Total						103,799	103,799
West Arnhem Land Fire Abatement (WALFA) Project	ACCUs	ANREU	5 Nov 2020	3.785.500.452 - 3.785.500.562	2018-2019	111	111
↑ SEP 2020: 789 Scenic Flight: Sydney to Uluru Total						111	111
<i>Total additional offsets retired this report and used in this report</i>							103,910
<i>Total offsets retired this report and banked for future reports</i>							0

APPENDIX B: INSIDE EMISSIONS BOUNDARY

Non-quantified emissions for services

The following sources emissions have been assessed as attributable, are captured within the emissions boundary, but are not measured (quantified) in the carbon inventory. These emissions are accounted for through an uplift factor. They have been non-quantified due to one of the following reasons:

1. **Immaterial** <1% for individual items and no more than 5% collectively
2. **Cost effective** Quantification is not cost effective relative to the size of the emission but uplift applied.
3. **Data unavailable** Data is unavailable but uplift applied. A data management plan must be put in place to provide data within 5 years.
4. **Maintenance** Initial emissions non-quantified but repairs and replacements quantified.

Relevant-non-quantified emission sources	(1) Immaterial	(2) Cost effective (but uplift applied)	(3) Data unavailable (but uplift applied & data plan in place)	(4) Maintenance
Office Paper	Yes	Yes – however no uplift factor has been applied	No	No

Excluded emission sources

Attributable emissions sources can be excluded from the carbon inventory, but still considered as part of the emissions boundary if they meet **all three of the below criteria**. An uplift factor may not necessarily be applied.

1. A data gap exists because primary or secondary data cannot be collected (**no actual data**).
2. Extrapolated and proxy data cannot be determined to fill the data gap (**no projected data**).
3. An estimation determines the emissions from the process to be **immaterial**).

	No actual data	No projected data	Immaterial
Ground fuels at international ports	Yes	Yes	Yes
Electricity at international ports	Yes	Yes	Yes
International scope 3 emissions (except for fuel burn and embodied energy related emission sources)	Yes	Yes	Yes
Airline related business travel (Duty)*	*	*	*

* 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.

APPENDIX C: OUTSIDE EMISSIONS BOUNDARY

Non-attributable emissions for products and services

Non-attributable emissions have been assessed as not attributable to a product or service (do not carry, make or become the product/service) and are therefore not part of the carbon neutral claim. To be deemed attributable, an emission must meet two of the five relevance criteria. Emissions which only meet one condition of the relevance test can be assessed as non-attributable and therefore are outside the carbon neutral claim. Non-attributable emissions are detailed below.

Relevance test					
Non-attributable emission	<i>The emissions from a particular source are likely to be large relative to the organisation's electricity, stationary energy and fuel emissions</i>	<i>The emissions from a particular source contribute to the organisation's greenhouse gas risk exposure.</i>	<i>Key stakeholders deem the emissions from a particular source are relevant.</i>	<i>The responsible entity has the potential to influence the reduction of emissions from a particular source.</i>	<i>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.</i>

Not applicable



An Australian Government Initiative

