



2023 Environmental Reporting Data Dictionary

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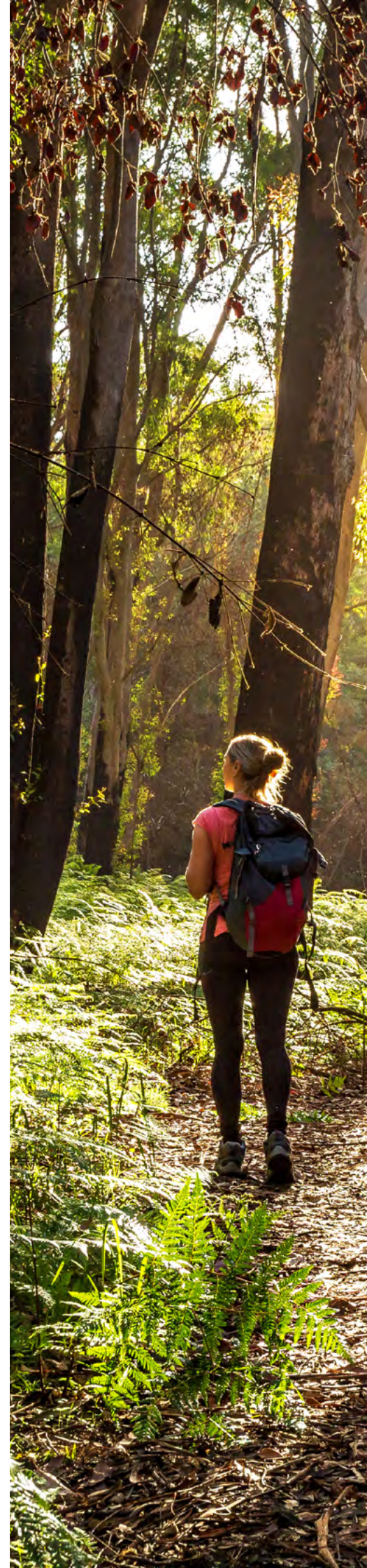
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About this document

Australia Post has developed this reporting data dictionary to outline the methodology used to calculate environmental metrics for the 2023 financial year (FY23), including the source of emission factors and the reporting boundary. The approach used is consistent with the World Resource Institute/World Business Council for Sustainable Development (WRI/WBCSD) Greenhouse Gas ('GHG') Protocol: A Corporate Accounting and Reporting standard, including the Corporate Value Chain (Scope 3) Accounting and Reporting Standard (also known as the GHG Protocol).

This report forms part of the non-financial assurance of the FY23 Annual Report and has been assured by EY.

Australia Post measures and discloses the greenhouse gas emissions resulting from our operations, encompassing both direct and indirect activities. The reporting covers carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). While acknowledging additional sources of emissions like hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF₆), and nitrogen trifluoride (NF₃), these are excluded from the emission factors utilised in our mandatory reporting as this is not required by the National Greenhouse and Energy Reporting (NGER) scheme. Standardised methodologies and emission factors are employed by Australia Post to convert activity data into the corresponding CO₂e (carbon dioxide equivalent) units. Australia Post also quantifies and reports on other indicators such as the water and energy consumption; renewable energy generated and purchased; waste and recycling generated; offsets purchased; and renewable energy certificates surrendered.

The organisational boundary for metrics outlined in this document encompasses the separate legal entities of Australia Post, StarTrack, Decipha and SecurePay. This is consistent with the operational control requirements for the mandatory reporting we are required each year to produce for the NGER scheme. For Scope 3 emissions the boundary is defined on a category-by-category basis due to data limitations.



Scope 1

Scope 1 (or direct) emissions are produced from sources within the boundary of the organisation, as a result of the organisation's activities and are calculated at the point of emission release. Australia Post reports, as scope 1 emissions, all energy used at properties either leased or owned where there are invoices available, and for all vehicles leased and owned.

Australia Post is legislated to report scope 1 emissions as part of the NGER scheme.

S1.1 Environmental Indicator: Natural Gas

Definition

Australia Post reports on natural gas for all properties either leased or owned where there is a separate gas meter. Natural gas is primarily used for heating of facilities in the southern states, it is also used for the forklifts at the Sydney Gateway Facility (SGF) and the Sydney Parcel Facility (SPF) where compressed natural gas (CNG) is available.

Context

For the FY23 reporting period there are seventy-five sites where we have collected data for this indicator. There are no natural gas services provided to StarTrack facilities.

There were no changes to either the methodology or the emission factors for the FY23 reporting period.

The period used for reporting on this metric is financial year, however June data is estimated based on the corresponding month for the 2022 financial year (FY22).

Boundary

Australia Post's reporting for this metric covers the facilities where Australia Post has a retail contract dedicated to the supply of natural gas.

Rationale for inclusion

The use of natural gas is a key component of scope 1 reporting and required for our annual NGER submission.

Emission Calculation

$$\text{t CO}_2\text{e} = \frac{Q \times \text{EC} \times \text{EF1}}{1000}$$

Where Q is gas consumed in gigajoules, EC is the energy content factor, EF1 is the scope 1 factor. Where Q is expressed in gigajoules for natural gas then EC is equal to 1.

Source of Emission Factor

Emission factors are sourced from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at:

<https://www.dcceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

Over the past twelve months we have seen an increase in usage of 2,616 GJ (3%), due to extra heating use in Victoria.

S1.2 Environmental Indicator: LPG

Definition

Australia Post reports on liquified petroleum gas (LPG) usage for all LPG tool-of-trade vehicles and LPG forklift usage at all properties that Australia Post leases or owns.

Context

For the FY23 reporting period, there are 203 sites and three StarTrack vehicles where we have collected data for this indicator. There are no changes to either the methodology or the emission factors for the FY23 reporting period. The period used for reporting on this metric is financial year.

Boundary

The boundaries for reporting are for those where a contract of the supply of LPG is in place, as well as the three vehicles using LPG.

Rationale for inclusion

The use of LPG is a key component of scope 1 reporting and required for our annual NGER submission.

Emission Calculation

$$\text{t CO}_2\text{e} = \frac{Q \times \text{EC} \times \text{EF1}}{1000}$$

Where Q is gas consumed in kilolitres, EC is the energy content factor, and EF1 is the scope 1 factor.

Source of Emission Factor

Emission factors are sourced from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at: <https://www.dcceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

In FY23, there has been a reduction in LPG consumption. This is due to an increase in electric forklift utilisation and a reduction in the overall use of forklifts as the business returns to pre-COVID usage. Total reduction is 9,087 GJ (9%).

S1.3 Environmental Indicator: Diesel (including generation)

Definition

Australia Post reports the consumption of diesel fuel by both our on-site generators at properties that are either leased or owned, and the vehicles within the network that are either leased or owned by Australia Post.

Context

For the FY23 reporting period Australia Post reported on diesel use from 4,605 vehicles and 55 diesel generators. There are three transport categories using diesel: vans, trucks, and prime movers. There are no changes to either the methodology or the emission factors for the FY23 reporting period. The period used for reporting on this metric is financial year.

Boundary

The boundaries for reporting are for fuel for vehicles that are leased or owned by Australia Post and the fuel delivered onsite for the back-up generators for properties leased or owned by Australia Post/StarTrack.

Rationale for inclusion

The emissions generated by the use of diesel is a key component of scope 1 reporting and required for our annual NGER submission.

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Emission Calculation

$$\text{t CO}_2\text{e} = \frac{Q \times \text{EC} \times \text{EF1}}{1000}$$

Where Q is diesel consumed in kilolitres, EC is the energy content factor, and EF1 is the scope 1 factor.

Source of Emission Factor

There are different emission factors for diesel depending on use, Australia Post allocates usage according to the appropriate NGER classification.

The emission factors are sourced from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at:

<https://www.dcceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

In FY23 there has been a reduction in diesel usage. This has resulted in an improvement in emissions performance by seven per cent. The main drivers for less diesel usage have been a reduction in volume through the network, the number of vans in the network and fuel usage for large trucks and prime movers as the impact of COVID-19 has diminished. Australia Post has also seen fuel efficiency improvements in the fleet from purchasing higher performing fuel.

S1.4 Environmental Indicator: Petrol

Definition

Australia Post reports the consumption of gasoline (petrol) fuel by the vehicles within the network that are either leased or owned by Australia Post. This includes vehicles operated by Postal Delivery Officers (PDOs), account managers, technicians, or property team members.

Context

For the FY23 reporting period Australia Post reported on petrol use from 5,686 vehicles.

There are no changes to either the methodology or the emission factors for the FY23 reporting period.

The period used for reporting on this metric is financial year.

Boundary

The boundaries for reporting are for those vehicles where an Australia Post employee uses a fuel card to fuel either a leased or owned vehicle.

Rationale for inclusion

The use of petrol is a key component of scope 1 reporting and required for our annual NGER submission.

Emission Calculation

$$\text{t CO}_2\text{e} = \frac{Q \times \text{EC} \times \text{EF1}}{1000}$$

Where Q is petrol consumed in kilolitres, EC is the energy content factor, EF1 is the scope 1 emission factor.

Source of Emission Factor

The emission factors are sourced from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at:

<https://www.dcceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

In FY23, usage of petrol increased by 12%. This was the result of mail delivery restrictions being lifted, leading to more tool of trade vehicles on the road and increased motorcycle kilometres.

Scope 2

Scope 2 emissions are indirect emissions which occur outside of the boundary of an organisation from the generation of electricity that is consumed by the organisation. Australia Post reports emissions from energy produced from own diesel generation as part of scope 1 emissions.

Australia Post is legislated to report scope 2 emissions as part of the NGER scheme. Our use of emission factors for the location-based approach is consistent with the latest data available for the FY23 reporting period.

In addition to our location based reporting, in FY23 Australia Post has opted to report using market-based methodology. This is consistent with the Corporate Emissions Reduction Transparency Report (CERT) managed by the Clean Energy Regulator. This method includes accounting for voluntary action.

S2.1 Environmental Indicator: Grid Electricity (location-based)

Definition

Australia Post uses the location-based approach to calculate emissions from electricity usage for all sites where we receive electricity invoices from either an energy retailer or the landlord of the leased property.

Context

For FY23, Australia Post collected electricity data from 1453 Australia Post meters and 50 StarTrack meters.

Where invoice data has not been received at the time of the assurance process, Australia Post uses an estimation method (accruals) to complete reporting.

There are no changes to the methodology for FY23. Emission factors are updated yearly by the Department of Climate Change, Energy, the Environment and Water due to changes in composition of the electricity grid.

The period used for reporting on this metric is financial year.

Boundary

The boundaries for reporting are for sites within the operational control of Australia Post and where invoices are received from either an electricity retailer or a landlord.

Rationale for inclusion

The reporting of location-based emissions is a key component of scope 2 reporting and required as part of the annual NGER submission.

Emission Calculation

$$\text{t CO}_2\text{e} = \frac{Q \times \text{EF}_2}{1000}$$

Where Q is kilowatts hours (kWh) consumed, and EF2 is the scope 2 factor.

Source of Emission Factor

Australia Post has properties across all States and Territories in Australia. The emission factors are different for each State and Territory as they are calculated according to the grid composition. Australia Post uses the emission factors for the state in which the property is located.

The emission factors are sourced from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at:

<https://www.dcceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

In FY23, there has been an 11% reduction in location-based emissions. This is a result of using less electricity from the grid (2.6%) and grid decarbonisation. Grid decarbonisation means there is a decrease in the emissions per unit of electricity generated.

S2.2 Environmental Indicator: Grid Electricity (market-based)

Definition

Australia Post uses the market-based approach to calculate emissions from electricity usage for all sites where we receive electricity invoices from either an energy retailer or the landlord of the leased property. As part of market-based reporting, on-site solar and diesel generation is also reported.

Context

This is the first year that Australia Post has reported using the market-based methodology.

Where invoice data has not been received at the time of the assurance process, Australia Post uses an estimation method (accruals) to complete reporting.

The methodology has been applied to historical data to extend the approach back to FY19, which is the target baseline year. The period used for reporting on this metric is financial year.

Boundary

The boundaries for reporting are for those sites within the operational control of Australia Post and historically reported as part of location-based electricity. The indicator includes electricity purchased from the grid and on-site electricity generated (solar and diesel).

Rationale for inclusion

Australia Post is utilising this new method of reporting to capture our efforts in decarbonisation, encompassing initiatives such as procuring GreenPower and the voluntary purchase and surrender of renewable electricity certificates (RECs). RECs are a pivotal component in achieving Australia Post's target of 100% renewable electricity by 2025.

Emission Calculation

Australia Post has used the Clean Energy Regulators CERT methodology for renewable electricity to determine renewable electricity megawatt hours (MWhs) and Renewable Electricity percentage. Source: <https://www.cleanenergyregulator.gov.au/DocumentAssets/Pages/CERT-Report-Reporting-Guidance-and-Supporting-Examples-FY2021-22-and-CY2022.aspx>

For information about the Climate Active calculator see: <https://www.climateactive.org.au/sites/default/files/2022-08/Technical%20Guidance%20Manual.pdf>

Source of Emission Factor

The primary source of emission factors are the Climate Active calculator (version 8.1) and the CERT reporting guidance from the Clean Energy Regulator.

From the Climate Active calculator (version 8.1), Australia Post has used the Residual Mix Factor (RMF), the Renewable Power percentage (RPP), and the Jurisdictional Renewable Power Percentage (JRPP) as a fraction.

Progress this year

In FY23, Australia Post saw a reduction in market-based emissions from 112,120 tonnes to 84,467 tonnes (25%). This was achieved through a combination of an increase in renewable electricity purchased (from 27% in FY22 up to 40% in FY23), an increase in on-site renewable electricity generation, a reduction in grid electricity usage (2.6%) and a grid decarbonisation.

Scope 3

Scope 3 emissions are indirect emissions, other than electricity (scope 2), which occur outside of the controlling boundary of an organisation. These emissions are the result of activities conducted on behalf of Australia Post as part of the upstream and downstream value chain. A majority of Australia Post’s reported greenhouse gas emissions are scope 3 emissions.

The approach used is consistent with the World Resource Institute/World Business Council for Sustainable Development (WRI/WBCSD) Greenhouse Gas (‘GHG’) Protocol: A Corporate Accounting and Reporting standard, including the Corporate Value Chain (Scope 3) Accounting and Reporting Standard (also known as the GHG Protocol).

Australia Post reports on those indicators which have been included in the science-based target approved by the Science Based Targets initiative (SBTi). For scope 3 the most material items are for sub-contracted road and sub-contracted air transport.

For the reporting purposes Australia Post has included emission sources from the following categories as defined in the GHG protocol:

GHG Protocol Category	Description
One	Purchased goods and services – Data centres
Three	Fuel and Energy-related activities (not captured in scope 1 or scope 2)
Four	Upstream transportation and distribution
Five	Waste generated in operations
Six	Business travel
Ten	Processing of sold products – packaging
Eleven	Use of sold products – packaging
Twelve	End of Life treatment of sold products – packaging
Fourteen	Franchises (Licensed Post Offices)

All other categories were assessed in 2019 using a relevancy test approach and not included for the purposes of the science-based target.

S3.1 Environmental Indicator: Energy and Fuel losses

Definition

Australia Post discloses the scope 3 emissions linked to both our direct (scope 1) operations and our grid electricity (scope 2) usage (outlined in pages 4 through 8).

Context

This indicator includes emissions related to the production, transmission and delivery of fuels and energy purchased and consumed by Australia Post, not the direct consumption of the fuels and energy.

Over the past 10 years, the proportion of imported petroleum products has increased as local production has declined. For this reason in 2022, the Australian Government recalculated the scope 3 emission factors that apply for liquid stationary and transport fuels. The recalculation has resulted in the emission factors increasing substantially. A prerequisite for a meaningful emissions data comparison is a consistent data set over time. Therefore, previous year emissions have been recalculated and restated using this new emission factor.

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Boundary

The activities included in this indicator:

- Upstream emissions of purchased fuels that Australia Post operations have consumed
- Upstream emissions of electricity purchased and consumed by Australia Post operations
- Transmission and distribution losses

The boundaries for reporting are equivalent to those indicators captured as part of scope 1 and scope 2 reporting (pages 4 through 8). For electricity we have used the location-based data for these calculations.

Rationale for inclusion

The inclusion of this indicator is a key component of accurately establishing the full fuel factor for the indicators included in our annual NGER submission. This metric aligns with GHG Protocol category 3 (Fuel and energy related activities – not included in scope 1 or scope 2).

Emission Calculation

The units in scope 1 and scope 2 reporting are converted into gigajoules for each indicator. These gigajoules are then calculated on an indicator-by-indicator basis using the applicable scope 3 emission factor. For any metric which emission factors change according to State and Territory, Australia Post uses the emission factors for the state in which the vehicle or property is located.

$$\text{t CO}_2\text{e} = \frac{Q \times \text{EF}_3}{1000}$$

Where Q is units consumed in gigajoules, and EF3 is the scope 3 factor associated with the indicator.

Source of Emission Factor

The emission factors are sourced from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at: <https://www.dcceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

Following completion of the restatement process to allow for the scope 3 emission factor change for liquid fuels, Australia Post is reporting a reduction in emissions for FY23 compared to FY22 of 2,389 tonnes (5%). This reduction is primarily due to a reduction in fuel use and electricity usage.

S3.2 Environmental Indicator: Subcontracted Road Transport

Definition

For this indicator Australia Post reports the direct emissions our road subcontractors generate from fuel consumed by the vehicles that conduct operations on Australia Post's behalf.

Context

Australia Post outsources freight transportation to external organisations for carriage. Most journeys executed by these subcontracted firms are exclusively dedicated to transporting Australia Post's freight. For the FY23 reporting period Australia Post engaged contractors for line-haul trucking, small trucks, vans, buses and motorcycles.

Over the past 10 years, the proportion of imported petroleum products has increased as local production has declined. For this reason in 2022, the Australian Government recalculated the scope 3 emission factors that apply for liquid stationary and transport fuels. The recalculation has resulted in the emission factors increasing substantially. A prerequisite for a meaningful emissions data comparison is a consistent data set over time. Therefore, previous year emissions have been recalculated and restated using this new emission factor.

There are no changes to the methodology for the FY23 reporting period.

The reporting period used for this indicator is the 2022 calendar year.

Boundary

For this indicator the emissions allocated to Australia Post are those arising directly from the subcontractor use of vehicles (i.e., burning of fuel) to carry out operations for Australia Post.

2023 Environmental Reporting Data Dictionary

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory as it represents 33% of total emissions. This metric aligns with GHG Protocol category 4 (Upstream transportation and distribution).

Emission Calculation

Where possible, Australia Post allocates the subcontracted fleet into discrete units with similar operational characteristics. Kilometres are calculated using the known subcontracted trips and route pair distances. The fuel consumption rate from Australia Post's fleet is then applied to these kilometres to calculate litres used.

$$t \text{ CO}_2e = \frac{Q \times EC \times (EF1 + EF3)}{1000}$$

Where Q is estimated diesel consumed in kilolitres, EC is the energy content factor, EF1 is the scope 1 factor and EF3 is the scope 3 factor.

In cases where subcontracted routes are not known, for example StarTrack agency subcontractors, Australia Post uses an estimation method based on spend to calculate litres of fuel used, assumed fuel type and fuel consumption rate from Australia Post's own fleet, which is then converted to gigajoules and CO₂e emissions.

$$t \text{ CO}_2e = \frac{Q \times EC \times (EF1 + EF3)}{1000}$$

Where Q is a proportion of contractor spend converted to litres of fuel used, EC is the energy content factor of assumed fuel type, EF1 is scope 1 factor of assumed fuel and EF3 is scope 3 factor of assumed fuel.

All activity data is sourced from Australia Post reporting systems, data is not collected from individual service providers.

Source of Emission Factor

The appropriate emission factors are sourced from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at: <https://www.dcceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

After the historical data was recalculated using the new emission factors, Australia Post is reporting a reduction in emissions for calendar year 2022 (CY22) compared to calendar year 2021 (CY21) of 5%. This reduction is mainly due to increased efficiency in the network.

S3.3 Environmental Indicator: Subcontracted Air Freight (Domestic and International)

Definition

For this indicator Australia Post reports the direct emissions our subcontractors generate from operations carried out on Australia Post's behalf.

Context

Qantas is Australia Post's main subcontractor for air freight using dedicated planes and the passenger network for both domestic and international flights.

Australia Post does subcontract other operators to service remote communities via, what is locally referred to as, 'mail runs'. This indicator is only for uplifted air freight, business air travel is reported under a separate indicator.

There were no changes to the methodology for the FY23 reporting period.

The period for this reporting is the CY22.

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Boundary

Qantas: To assess the volume of emissions attributable to freight the 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.

For domestic flights the distance is calculated from origin to destination airport and covers the weight of freight used on either the passenger or freighter network.

For International flights the distance is calculated from the origin airport in Australia to the airport where the product is offloaded to another, unrelated, carrier or postal organisation.

Other subcontractors: For this indicator the emissions allocated to Australia Post are those arising directly from the subcontractor fuel use on the flights conducted on Australia Post's behalf. Australia Post is allocated 100% of the emissions generated by the fuel consumed on the flights that carry our freight, regardless of whether there is other freight carried on the same trip.

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTI targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory as it represents 27% of total emissions. This metric aligns with GHG Protocol category 4 (Upstream transportation and distribution).

Emission Calculation

Qantas freight: Australia Post uses known contracted flight data, including distance and tonnes carried, to calculate the freight tonne kilometre figure for each trip. This is then added to provide Australia Post's freight tonne kilometre total, which is then used with the dedicated emission factor provided to calculate the estimated emissions.

$$\text{t CO}_2\text{e} = \frac{Q \times \text{QEF}}{1000}$$

Where Q is freight tonne kilometres, and QEF is emission factor provided by Qantas.

Other subcontracted air: Australia Post is provided the distance flown by subcontractors. The fuel consumption rate used is from the most popular plane on these routes. The kilometres flown is multiplied by the fuel consumption rate (FCR) to estimate the AvGas litres used for the emission calculation.

$$\text{t CO}_2\text{e} = \frac{Q \times \text{EC} \times (\text{EF1} + \text{EF3})}{1000}$$

Where Q is AvGas kilolitres, EF1 is the scope 1 factor and EF3 is the scope 3 factor.

Source of Emission Factor

Qantas: Qantas provides Australia Post with bespoke emission factors for domestic and international freight movements. This emission factor is expressed as freight tonne kilometre (FTK). For CY22 the domestic emission factor provided is 1.42 FTK; and the international emission factor is 0.65 FTK. These factors are lower in comparison to CY21 due to efficiency gains in the network (1.61 FTK for domestic and 0.86 FTK for international).

Other subcontracted air: The emission factors used are for Aviation Gasoline (AvGas), from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at: <https://www.dcceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

In CY22, there has been a year-on-year reduction of subcontracted air freight emissions of 15%. This has been achieved through a combination of emission factor changes and a reduction in weight moved on the international network. The emission factor changes are as a result of fuel efficiency changes to the fleet of aircraft used to move product by our supplier.

S3.4 Environmental Indicator: Subcontracted Rail

Definition

For this indicator Australia Post reports the direct emissions our rail subcontractors generate from fuel used to power the trains that carry the freight on Australia Post's behalf.

Context

Australia Post uses rail freight where possible throughout Australia. For CY22 the most used routes were Adelaide from/to Darwin; Adelaide from/to Perth; Sydney from/to Perth; and Parkes from/to Perth. Freight trains are hauled by electric and diesel locomotives, but the vast majority of freight is carried by diesel locomotives in Australia. The activity data has been provided by our supplier.

There are no changes to the methodology for the FY23 reporting period.

The period used for reporting on this metric is CY22.

Boundary

For this indicator emissions are calculated according to freight tonne kilometre (FTK) for each trip. FTK is the number of tonnes of Australia Post's freight carried on the train trip multiplied by the distance of the train trip. The emissions arise directly from the subcontractor's use of rail (i.e., burning of fuel, or use of electricity) to conduct operations on Australia Post's behalf.

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory. This metric aligns with GHG Protocol category 4 (Upstream transportation and distribution).

Emission Calculation

Australia Post uses known rail trip data to calculate the freight tonne kilometre (FTK) total used in the calculation. The known rail trip data includes the origin and destination of the trip, which is converted to kilometres using route pair calculations and then multiplied by tonnes carried on that trip to get the FTK figure.

$$t \text{ CO}_2e = \frac{Q \times \text{REF}}{1000}$$

Where Q is net FTK, and REF is the rail emission factor.

Source of Emission Factor

The emission factor used for rail (0.03394 kg CO₂e per FTK) is sourced from the Climate Active calculator (version 8).

Progress this year

Due to increased volume freighted by rail, CY22 emissions have increased by 7%.

S3.5 Environmental Indicator: Subcontracted shipping

Definition

For this indicator, Australia Post reports the emissions shipping subcontractors generated from fuel and electricity consumed to power the boats, ferries and ships that carry freight on Australia Post's behalf.

Context

Ferries and ships: Australia Post's main shipping route is between Tasmania and Victoria. Australia Post's freight is carried on SeaRoad ferry and Strait Link ships. This indicator only captures the shipping portion of the freight trip, as the road portion (from depot to dock and dock to depot) is captured in the subcontracted road indicator.

Mail contractor boats: Australia Post subcontracts smaller vessels in Australia to carry freight to remote areas. For this indicator the emissions allocated to Australia Post are those arising directly from the subcontractor mail boats fuel use for the shipping conducted on Australia Post's behalf.

The activity data comes from the Australia Post transport booking systems.

There are no changes to the methodology for the FY23 reporting period.

The period used for this reporting is the 2022 calendar year.

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Boundary

The boundary for this reporting is from dock to dock. For the Tasmania from/to Victoria route the emissions are calculated from the actual kilometres and tonnes carried. For the mail contractor boats the emissions are calculated from kilometres travelled.

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory.

This metric aligns with GHG Protocol category 4 (Upstream transportation and distribution).

Emission Calculation

Ferries and ships: Australia Post uses known shipping data to calculate the freight tonne kilometre (FTK) total used in the calculation. The known shipping data includes the origin and destination of the trip, which is converted to kilometres using route pair calculations, and then multiplied by tonnes carried on that trip to get the FTK figure. Australia Post is not currently provided with weights for the StarTrack shipping data. The average weight for Australia Post shipments for the year is used to calculate the StarTrack shipping FTK. The trip FTK for the year are then added to get the net FTK.

$$\text{t CO}_2\text{e} = \frac{Q \times \text{SEF}}{1000}$$

Where Q is net FTK, and SEF is the shipping emission factor.

Mail contractor boats: Australia Post is provided the kilometre data for the mail contractor boats. The kilometres are multiplied by the average emission per kilometre rate of other shipping to estimate emissions.

$$\text{t CO}_2\text{e} = \frac{Q \times \text{EEK}}{1000}$$

Where Q is kilometres, and EEK is estimated emissions per kilometre.

Source of Emission Factor

The emission factor used for shipping (0.027428 kg CO₂e per FTK) sourced from the Climate Active calculator (version 8). The emission factor includes the fuel for the ferry operation, fuel use associated with berthing and electricity use at wharves. The estimated emissions per kilometre for the mail contractor boats is 0.000687 kg CO₂e per kilometre.

Progress this year

In FY23, there has been a significant reduction in emissions generated from subcontracted shipping. FY23 emissions were approximately half of FY22 emissions. This is a result of a decrease in the kilometres travelled by the mail contractor boats, due to less trips.

S3.6 Environmental Indicator: Business Air Travel (Domestic and International)

Definition

Australia Post reports the emissions generated from the transportation of employees for business related activities for flights owned and operated by third parties.

Context

The scope 3 emissions reported by Australia Post from business air travel are calculated using the distance-based method. The emission factors provided by Climate Active (below) incorporate the scope 1 and scope 2 emissions of the airlines. The activity data is provided by the suppliers for Australia Post business travel.

Boundary

There are no changes to the methodology for the FY23 reporting period, however due to Australia Post's APS Net Zero 2030 reporting obligations domestic and international travel are now reported separately. This is due to greenhouse gas emissions only from domestic aircraft operations being required to be accounted for by individual countries under the UNFCCC and Kyoto Protocol accounting methodology. The boundary for this reporting is all air travel conducted by employees and paid for by Australia Post. The flight distance from airport to airport is used.

The period used for this indicators reporting is FY23.

2023 Environmental Reporting Data Dictionary

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory. This metric aligns with GHG Protocol category 6 (Business travel) and reporting requirements for APS Net Zero 2030.

Emission Calculation

Air travel data is provided for each flight from Australia Post's travel provider. This data is used to calculate distance for each trip for each passenger (pax.km). The pax.km is then multiplied by the Climate Active emission factor applicable to the trip. The total for each trip taken for the year is then totalled.

For information about the Climate Active calculator see:

<https://www.climateactive.org.au/sites/default/files/2022-08/Technical%20Guidance%20Manual.pdf>

Source of Emission Factor

The emission factors used for business air travel are sourced from the Climate Active calculator (version 8).

Progress this year

Business air travel emissions continue to be lower than historical levels. In FY19 business air travel emissions (4,058t CO₂e) were approximately double the amount of emissions generated in FY23 (2,345t CO₂e). However, in FY23 business air travel emissions (2,345t CO₂e) are more than double the emissions reported for FY22 (1,088t CO₂e). This is a result of employee travel activity increasing as COVID restrictions were removed.

S3.7 Environmental Indicator: LPO Electricity

Definition

Australia Post reports the emissions generated from estimated electricity usage by our licensed post office (LPO) network.

Context

Australia Post has a network of licensed post offices (LPO). It is estimated that 70% of the business conducted at these LPO sites are a direct result of Australia Post's operations.

The activity data is an estimation based on Australia Post activity data, it is not sourced from the individual Licensed Post Offices.

There are no changes to the methodology for the FY23 reporting period.

The period used for this reporting is the 2023 financial year.

Boundary

This indicator reports the estimated electricity used by Australia Post's LPO network. 70% of the emissions associated with the estimated electricity use of these sites is reported.

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory. This metric aligns with GHG Protocol category 14 (Franchises).

Emission Calculation

The location State and the number of LPOs is known. Australia Post uses a sample of 22 Australia Post corporate post offices (CPO) that closely resemble the footprints of the post offices in the LPO network to obtain an average annual kWh usage figure for the CPO network. This average annual kWh figure is then used as the average annual kWh figure for each LPO. The average kWh usage is multiplied by the number of LPOs on a state-by-state basis. The emission factors for each State and Territory are then used to calculate the emissions per state using the calculation below. They are then added together.

$$\text{t CO}_2\text{e} = \frac{Q \times (\text{EF}_2 + \text{EF}_3)}{1000}$$

Where Q is kilowatts hours (kWh) consumed, and EF₂ is the scope 2 factor and EF₃ is the scope 3 factor.

2023 Environmental Reporting Data Dictionary

Source of Emission Factor

Australia Post LPOs are located across all States and Territories in Australia. There are different emission factors for each State and Territory as they are calculated according to the grid composition. Australia Post uses the emission factors for the state in which the property is located.

These emission factors are sourced from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at: <https://www.dcceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

In FY23, there has been a 10% reduction in emissions for LPO electricity use. This is a primarily result of the decarbonisation of the grid.

S3.8 Environmental Indicator: Landfill waste

Definition

Australia Post reports on the emissions from waste that is sent to landfill. This waste is generated from or received by our operations.

Context

Australia Post reports operational waste based on the data provided by our key suppliers Remondis and Veolia, and from landlords of leased premises. There are separate contracts for StarTrack and Australia Post.

The activity data is provided by the operational waste suppliers and loaded into the JLL reporting system for collation and reporting to Australia Post.

There are no changes to the methodology for the FY23 reporting period.

The period used for this reporting is May 2022 to April 2023 due to the availability of actual data.

Boundary

This indicator reports the emissions generated from waste going to landfill from Australia Post retail post offices, processing, delivery, and corporate facilities where we have data from our suppliers. For FY23 waste to landfill data is available for 593 sites.

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory. This metric aligns with GHG Protocol category 5 (Waste generated in operations).

Emission Calculation

The tonnes to landfill figure is calculated by summing the annual totals for each site that Australia Post has data for.

$$\text{t CO}_2\text{e} = \frac{Q \times \text{EF}_3}{1000}$$

Where Q is tons of waste to landfill and EF3 is the scope 3 factor.

Source of Emission Factor

These emission factors are sourced from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at: <https://www.dcceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

In FY23, Australia Post's waste to landfill total has seen a significant reduction in comparison to FY22. This has been due to a combination of the business returning to pre-COVID waste levels, improved recycling, and waste reduction programs. The effect has been a reduction in emissions of 27% which corresponds with the reduction in total volumes.

S3.9 Environmental Indicator: Data Centres

Definition

Australia Post reports the emissions from the energy used in our third party provided data centres.

Context

In FY23, Australia Post has two data centres that are contracted to host our data. Both are located in Victoria. There are no changes to the methodology for the FY23 reporting period. The period used for this reporting is the 2023 financial year.

Boundary

The emissions reported for this indicator are calculated from electricity usage allocated to Australia Post by our data centre supplier. The electricity usage is allocated by the data centre operator according to the proportion of usage.

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory. This metric aligns with GHG Protocol category 1 (Purchased Goods and Services).

Emission Calculation

The electricity usage in kilowatt hours is provided by the data centre operator and the emissions are calculated using scope 2 and scope 3 emission factors.

$$t \text{ CO}_2e = \frac{Q \times (EF2 + EF3)}{1000}$$

Where Q is kilowatts hours (kWh) consumed, and EF2 is the scope 2 factor and EF3 is the scope 3 factor.

The activity data is sourced from the data centre service providers.

Source of Emission Factor

These emission factors are sourced from the Australian National Greenhouse Accounts Factors (February 2023) supplied by the Department of Climate Change, Energy, the Environment and Water. Available at: <https://www.dceew.gov.au/sites/default/files/documents/national-greenhouse-accounts-factors-2022.pdf>

Progress this year

The energy consumed by the data centres has been stable year on year.

S3.10 Environmental Indicator: Material Packaging (upstream)

Definition

Australia Post reports the emissions generated from the manufacture (including raw materials) and distribution of the packaging used for all items delivered through the network regardless of whether they were provided by Australia Post to enable our carbon neutral delivery commitment.

Context

Australia Post calculates the emissions generated from the manufacture and distribution of packaging for all items delivered through our network. For FY23 there were 2.5 billion items distributed through the network.

Following an internal review, there were changes to the methodology used for the FY23 reporting period. The review resulted in a change to the way volume travelling through the network is captured to align with finance systems. A prerequisite for a meaningful emissions data comparison is a consistent data set over time. Therefore, previous year emissions have been recalculated and restated using this more accurate volume data.

The period used for this reporting is the 2023 financial year.

2023 Environmental Reporting Data Dictionary

Boundary

The emissions per unit were calculated using SimaPro lifecycle assessment tool. This version of SimaPro uses the methodology from IPCC 2007 GWP 100a. IPCC 2007 is an update of the method IPCC 2001 developed by the International Panel on Climate Change. This method lists the climate change factors of IPCC with a timeframe of 20, 100 and 500 years. The IPCC converts factors to calculate the direct (except CH₄) global warming potential of air emissions. This method does:

- not include indirect formation of dinitrogen monoxide from nitrogen emissions
- not account for radiative forcing due to emissions of nitric oxide (NO) and nitrogen dioxide (NO₂), water, sulphate, etc. in the lower stratosphere + upper troposphere
- not consider the range of indirect effects given by IPCC
- not include CO₂ formation from CO emissions
- if only a minimum or maximum value of a substance is reported this minimum or maximum value is used
- the substances that do not have a common name, but only a formula, are not included in the method
- consider the biogenic methane release

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory. This metric aligns with GHG Protocol category 10 (processing of sold products) and 11 (use of sold products).

Emission Calculation

As Australia Post reports emissions for each parcel through our network, regardless of whether the packaging was supplied by Australia Post, we allocate each parcel that is delivered to one of sixteen different categories based on size. These categories are derived from Australia Post's own packaging which have known emissions. Australia Post then applies the known combined manufacturing and distribution, including raw materials, emissions generated per unit to these totals.

Source of Emission Factors

The emissions per unit of packaging were calculated using SimaPro LCA tool.

Package type	Manufacturing & distribution emissions per unit	Unit of measurement
Letter – small	0.00504396	kg CO ₂ e / item
Letter – small (window)	0.00505578	kg CO ₂ e / item
Letter – medium	0.00867561	kg CO ₂ e / item
Letter – large	0.02808190	kg CO ₂ e / item
Parcel – small	0.02436445	kg CO ₂ e / item
Parcel – medium	0.04036531	kg CO ₂ e / item
Parcel – large	0.08388209	kg CO ₂ e / item
Satchel – small	0.02735021	kg CO ₂ e / item
Satchel – medium	0.04392924	kg CO ₂ e / item
Satchel – large	0.07645458	kg CO ₂ e / item
Box – small	0.18952858	kg CO ₂ e / item
Box – medium	0.28723711	kg CO ₂ e / item
Box – large	0.50688432	kg CO ₂ e / item
Padded bag – small	0.01997585	kg CO ₂ e / item
Padded bag – medium	0.03795348	kg CO ₂ e / item
Padded bag – large	0.05962815	kg CO ₂ e / item

Progress this year

The emissions for packaging manufacture and distribution have seen a decline (6%) this financial year. This decline aligns with the redistribution in volume of categorised items through the network in FY23.

S3.11 Environmental Indicator: Material Packaging (downstream)

Definition

Australia Post reports the emissions generated from disposal of the packaging used for all items delivered through the network, regardless of whether they were provided by Australia Post to enable our carbon neutral delivery commitment.

Context

Australia Post calculates the emissions generated from the disposal of packaging for all items delivered through our network. For FY23 there were 2.5 billion items distributed through the network.

The volume data is sourced from Australia Post systems, it does not come from individual suppliers.

Due to an internal review, there were changes to the methodology for the FY23 reporting period. The review resulted in a change to the way volume travelling through the network is captured to align with finance systems. As this caused a material change, the new methodology has been applied to historical data to extend the approach back to FY19, which is the target baseline year.

The period used to collect the data for this reporting is the 2023 financial year.

Boundary

The emissions per unit for disposal were calculated using SimaPro lifecycle assessment tool. This version of SimaPro uses the methodology from IPCC 2007 GWP 100a. IPCC 2007 is an update of the method IPCC 2001 developed by the International Panel on Climate Change. This method lists the climate change factors of IPCC with a timeframe of 20, 100 and 500 years.

The IPCC converts factors to calculate the direct (except CH₄) global warming potential of air emissions. This method does:

- not include indirect formation of dinitrogen monoxide from nitrogen emissions.
- not account for radiative forcing due to emissions of NO_x, water, sulphate, etc. in the lower stratosphere + upper troposphere.
- not consider the range of indirect effects given by IPCC.
- not include CO₂ formation from CO emissions.
- consider the biogenic methane release.

If only a minimum or maximum value of a substance is reported this minimum or maximum value is used.

The substances that do not have a common name but only a formula are not included in the method.

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory. This metric aligns with GHG Protocol category 12 (End-of-life treatment of sold products).

Emission Calculation

As Australia Post reports disposal emissions for each parcel through our network, we allocate each parcel that is delivered to one of sixteen different categories based on size. These categories are derived from Australia Post's own packaging which have known disposal emissions. Australia Post then applies the known combined disposal emissions generated per unit to these volume totals.

2023 Environmental Reporting Data Dictionary

Source of Emission Factors

The emissions per unit of packaging were calculated using SimaPro LCA tool.

Package type	Disposal emissions per unit	Unit of measurement
Letter – small	0.00334788	kg CO2e / item
Letter – small (window)	0.00335348	kg CO2e / item
Letter – medium	0.00575835	kg CO2e / item
Letter – large	0.01847911	kg CO2e / item
Parcel – small	0.00827701	kg CO2e / item
Parcel – medium	0.01368019	kg CO2e / item
Parcel – large	0.02830858	kg CO2e / item
Satchel – small	0.00006073	kg CO2e / item
Satchel – medium	0.00009795	kg CO2e / item
Satchel – large	0.00016416	kg CO2e / item
Box – small	0.10329256	kg CO2e / item
Box – medium	0.16971441	kg CO2e / item
Box – large	0.31902968	kg CO2e / item
Padded bag – small	0.00760009	kg CO2e / item
Padded bag – medium	0.01440037	kg CO2e / item
Padded bag – large	0.01520018	kg CO2e / item

Progress this year

The emissions for packaging disposal have seen a decline (6%) in FY23. This decline aligns with the redistribution in volume of categorised items through the network in FY23.

Other Indicators

OI.1 Environmental Indicator: Energy Consumed (GJ)

Definition

Australia Post reports on the total energy consumed in gigajoules by Australia Post leased and owned properties and vehicles.

Context

The energy consumed data, expressed in gigajoules (GJ), is made up of the direct (scope 1) and electricity (scope 2) energy purchases. The scope 1 indicators include natural gas, liquid petroleum gas (LPG), petrol for transport, and diesel oil for transport and energy generated from onsite back-up generators.

Boundary

There are no changes to the methodology for the FY23 reporting period.

The period used for this reporting is the 2023 financial year.

Rationale for inclusion

Australia Post reports on total energy consumed in gigajoules for scope 1 and scope 2 indicators to align with the NGER scheme reporting requirements.

Indicator calculation

The process followed is to convert all source data into gigajoules and consolidate the data to produce an annual total. This is the initial step for the calculation of total emissions for an individual source. The use of diesel (1,506,593 GJ) is the largest contributor at 63% and electricity (582,015 GJ) is the second largest.

Progress this year

In FY23, the total GJs for energy consumed was 2,374,037 (GJ) which was a reduction in energy consumed of 160,786GJ (6%), primarily driven by the reduction in diesel usage and to a lesser extent electricity consumption.

OI.2 Environmental Indicator: Renewable Energy production (GJ)

Definition

Australia Post reports on renewable energy production associated with on-site solar power generation.

Context

Australia Post had 74 active solar power sites during FY23. In FY23, there were seven new sites actively generating for the first time.

Boundary

Australia Post reports on all registered systems whether considered small (<100kw's) or large (>100kws).

Rationale for inclusion

Australia Post is supplied solar generation data via different suppliers. If there is data missing, Australia Post does not estimate the generation.

Indicator calculation

Australia Post uses a third-party portal managed by JLL, our facilities provider, to capture the total generation.

Progress this year

In FY23, Australia Post increased total generation from 23,984 (GJ) to 30,469 (GJ) an increase of 27%. Total generation represents just under 5% of the total electricity consumed by Australia Post.

OI.3 Environmental Indicator: Renewable Energy Certificates (surrendered)

Definition

Australia Post reports on the total number of renewable energy certificates surrendered from our LGC (Large Generation Certificate) register.

Context

For the FY23 reporting period, Australia Post has actively managed the renewable electricity generation from our solar systems, and independently purchased renewable energy certificates.

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets including the renewable electricity target and our reporting of scope 2 market-based emissions.

Indicator calculation

The total calculation is based on the number of certificates voluntarily retired from the Australia Post register, which is overseen by the Clean Energy Regulator.

Progress this year

Australia Post retired a total of 16,969 certificates for the FY23 reporting period. This is the highest amount of voluntary action we have reported.

OI.4 Environmental Indicator: GreenPower purchased (MWhs)

Definition

Australia Post purchases GreenPower, through our retailer AGL, for contracted small sites.

Context

For the FY23 reporting period there are over 500 sites where we purchase exclusively GreenPower. Our supplier monitors the usage of these Australia Post sites and matches the electricity consumed with renewable energy certificates. The purchases are registered through the GreenPower program.

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator supports voluntary action.

Indicator calculation

The total amount of GreenPower purchased in megawatt hours has been provided by our retailer AGL. This is the total published in the 2023 Annual Report.

Progress this year

The volume of GreenPower has increased from 8,647 MWh in FY22 to 14,833 MWh in FY23. This is an increase of 71%. This is the first full financial year Australia Post has purchased and reported on GreenPower. The purchasing agreement came into effect on 1 January 2022.

01.5 Environmental Indicator: Carbon Offsets Purchased

Definition

Australia Post participates in the Climate Active program for Carbon Neutrality. In October 2019 Australia Post committed to making every parcel sent through our retail post offices and MyPost Business accounts carbon neutral.

Context

Australia Post purchases and retires carbon offsets to match the emissions generated by retail carded parcels and MyPost Business accounts products sent through the network. Australia Post is certified carbon neutral through Climate Active for domestic, express post and outbound parcel delivery. Australia Post determines the volume of parcels sold for these products, calculates the related emissions, and then buys and retires carbon offsets to match. Contract customers are not included in the carbon neutral process.

Boundary

The product process diagram captured below, shows the main attributable sources of emissions (upstream, production/ service delivery, and downstream emissions).

Upstream emissions



Attributable process name

- Raw material for packaging associated with parcels
- Embodied emissions (vehicles purchased by Australia Post for delivery to customer)
- Transport of packaging materials to retail outlets

Production / Service delivery



Attributable process name

- Collection of parcels – energy used at Retail outlets including LPOs
- Collection and movement of parcels to processing facility

Attributable process name

- Stationary energy use at parcel processing facilities
- Transport usage between processing facilities (road, rail, air and sea)
- Transport usage in delivery to the end customer

Downstream emissions

Attributable process name

- Disposal of product packaging such as satchel or cardboard box

Rationale for inclusion

Australia Post voluntarily reports on this indicator.

Indicator calculation

The total tonnes to offset is based on the allocation of CO₂e to the individual products, reported in grams of CO₂e per product and converted to tonnes of CO₂e. The Climate Active calculator is used for this process.

When the FY23 report for Climate Active is completed, an updated emissions factor will be made available and used for future reporting.

Progress this year

In FY23, there has been a small reduction in the total volume of items and associated carbon emissions. It has led to the retiring of 100,443 tonnes for this financial year, compared to 103,823 tonnes from the previous financial year.

OI.6 Environmental Indicator: Waste to Landfill (Operational)

Definition

Australia Post reports on the weight of general waste that is sent to landfill (in tonnes), that is generated or received from our operations.

Context

Australia Post reports operational waste based on the data provided by our key suppliers Remondis and Veolia, and from landlords of leased premises. There are separate contracts for StarTrack and Australia Post.

There are no changes to the methodology for the FY23 reporting period.

The period used for reporting is May 2022 to April 2023 due to the availability of actual data.

Boundary

This indicator reports the emissions generated from waste going to landfill from Australia Post retail post office, processing, delivery, and corporate facilities where we have data from our suppliers. In FY23 waste to landfill data was available for 593 sites.

Rationale for inclusion

This indicator is reported voluntarily and linked to Australia Post's SBTi targets. This indicator has a material impact on Australia Post's greenhouse gas emissions inventory.

Indicator calculation

Waste percentage reduction year on year is calculated by using the total weight of waste reported by Australia Post and comparing it year on year. Waste percentage reduction compared to baseline is calculated by using the total weight of waste reported by Australia Post and comparing it to the baseline year totals (FY19). The total weight of waste reported and compared includes waste to landfill and recycled waste totals.

Waste to landfill reduction year on year is calculated by using the total weight of waste to landfill reported by Australia Post and comparing it year on year. Waste to landfill percentage reduction compared to baseline is calculated by using the total weight of waste reported by Australia Post and comparing it to the baseline year totals (FY19). The total weight to landfill reported and compared includes only waste to landfill figures.

The tracking against the 2025 target of waste to landfill figure is calculated by comparing the tonnes of waste to landfill for FY23 to the tonnes of waste to landfill in FY19 (baseline year).

Progress this year

In FY23, Australia Post saw a reduction in tonnes of waste to landfill of 3,104 tonnes (27%), driven by the impact of the waste reduction programme, a reduction in extra waste directly attributed to COVID and a focus on increasing recycling.

OI.7 Environmental Indicator: Recycled Waste (Operational)

Definition

Australia Post reports on the weight of recycling (in tonnes), that is generated or received from our operations.

Context

Australia Post reports recycling performance based on the data provided by our key suppliers Remondis and Veolia, and from landlords of leased premises. There are separate contracts for StarTrack and Australia Post.

There are no changes to the methodology for the FY23 reporting period.

The period used for reporting is May 2022 to April 2023 due to the availability of actual data.

Boundary

This indicator reports the emissions generated from waste recycled from Australia Post corporate post offices, processing, delivery, and corporate facilities where we have data from our suppliers. For FY23 recycling data is available for 809 sites.

Rationale for inclusion

This indicator is reported voluntarily.

2023 Environmental Reporting Data Dictionary

Indicator calculation

The total weight is based on the invoiced amount provided by the two main suppliers, as well as volumes from a small number of other specialist vendors including for pallets.

Waste percentage reduction year on year is calculated by using the total weight of waste reported by Australia Post and comparing it year on year. Waste percentage reduction compared to baseline is calculated by using the total weight of waste reported by Australia Post and comparing it to the baseline year totals (FY19). The total weight of waste reported and compared includes waste to landfill and recycled waste totals.

Recycling and recycling waste reduction year on year is calculated by using the total weight of recycled waste reported by Australia Post and comparing it year on year. The recycled waste percentage reduction compared to baseline is calculated by using the total weight of waste reported by Australia Post and comparing it to the baseline year totals (FY19). The total weight of recycled waste reported and compared only includes recycled waste figures.

The recycling rate percentage reported is the percentage of waste that is recycled out of the total of waste to landfill and recycled waste tonnes combined.

Progress this year

For May 2022 to April 2023, Australia Post has seen a reduction in the total weight of product for recycling of 2,012 tonnes, and at the same time an increase in the recycling percentage of waste to 69%. During the initial COVID response there was an increased use of cardboard and pallets due to limited availability of unit load devices (ULD). In FY22, an additional 111,500 ULDs were put into the network.

01.8 Environmental Indicator: Water (kilolitres)

Definition

Australia Post reports the total water used within our operations.

Context

Australia Post uses water for a range of applications across the organisation, including for human consumption, toilets, hand washing, cooling towers, as part of truck washing and for garden usage. Australia Post reports data for all sites where a regular invoice is received. For the FY23 reporting period there are 679 sites where Australia Post receives a regular invoice.

The period used for reporting on this metric is the 2023 financial year.

There are no changes to the methodology for the FY23 reporting period.

Boundary

The boundaries for reporting for this indicator are for sites within the operational control of Australia Post and where invoices are received from either a water retailer or a landlord.

Rationale for inclusion

Australia Post is required to monitor water volume data for our regular reporting to the Australian Bureau of Statistics as well as for Global Reporting Initiative (GRI).

Indicator calculation

Australia Post captures the reported invoiced data kilolitre data for each reporting period.

Progress this year

Australia Post has seen a small increase in water usage (3%), there is no attributable explanation for the difference compared to the prior year.
