



U-Go Mobility

# Environmental Management Plan 2023/24

SQE-PLN-ENV-0001





U-Go Mobility acknowledges the Traditional Custodians of the land on which the Greater Sydney Bus Contract 10 operates, the peoples of the Eora and Dharug nations. We recognise their continuing connection to land, water and community.

We pay our respects to Elders past, present and emerging and extend this respect to all Indigenous peoples.

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# 1. Introduction

## 1.1. U-Go Mobility Overview

U-Go Mobility is the proud operator of Greater Sydney Bus Contract 10 (GSBC10), serving the communities of Sydney's South and South West.

Formed as a joint venture between UGL Limited, a leading Australian transport operations provider, and Go-Ahead, a leading international transport operations provider, U-Go Mobility is committed to operational and customer excellence in Sydney.

Our bus network pedigree has its foundations in mega-cities including London and Singapore as well as through mass transit operations across many other countries including Sweden, Ireland, Germany, and Norway.

We combine UGL Limited's Australian project delivery, transport operations and asset management experience, with Go-Ahead Group's international expertise from operating and maintaining some of the world's largest and most successful urban passenger transport systems in the UK, Europe, and Singapore.

In partnership with Transport for NSW, our commitment is to deliver safe and reliable services for Sydney's South and South West.

## 1.2. Principle of Adaptability

A key principle adopted to develop this Environmental Management Plan (EMP) is adaptability. As we move further into the 21st century, U Go Mobility must be able to adjust the Plan and the strategies used to reach environmental goals in response to changing circumstances. This could include changing regulations, technological advances, and other external factors which may affect the Plan's objectives.

Adaptability helps ensure that the EMP remains relevant and effective in the long term. It also allows for changes to be made to the Plan as new information and data become available and allows for the Plan to be updated to reflect changing environmental conditions.

To ensure effective adaptability, U-Go Mobility must stay aware and informed of current environmental conditions and regulations, and of potential changes that could affect the Plan.

The Plan will ensure systems are in place to regularly monitor and evaluate the Plan's progress, and to identify any areas where changes are needed.

Additionally, U-Go Mobility will establish a system for communicating and engaging stakeholders to ensure that the Plan remains relevant and effective.

## 1.3. Ongoing Stakeholder Engagement

Stakeholder engagement will be crucial for U-Go Mobility particularly during the transition to the start of GSBC10. Early engagement with stakeholders will support U-Go Mobility to understand changing policy, needs and concerns, and to build important relationships.

A key stakeholder for U-Go Mobility is Transport for NSW (TfNSW) which ultimately has responsibility ensuring excellence in delivery of performance of all bus contracts in Sydney.

U-Go Mobility is committed to creating an environment of trust and collaboration, where key stakeholders, like TfNSW, can provide input and feedback throughout the Contract. It also helps to set expectations, create mutual understanding, and ensure all parties are fully engaged from Contract day-one.

## 2. Scope and purpose

The scope and purpose of the Environmental Management Plan (EMP) is to clearly define the specific requirements of U-Go Mobility for implementation during the contract period. Our primary goal is to establish a close collaboration with TfNSW and other key stakeholders while enhancing U-Go Mobility's environmental performance and ensuring alignment with company policies in this regard.

U-Go Mobility bears the responsibility of effectively managing the environmental compliance requirements associated with all work performed, as mandated by statutory and contractual regulations. Within this EMP, we provide a comprehensive framework detailing how U-Go Mobility will fulfill its environmental obligations and responsibilities across all work activities.

The fundamental components of our EMP are illustrated in the widely recognized Plan-Do-Check-Act model, as depicted in Figure 1. This model illustrates the iterative process through which continuous improvement is achieved.

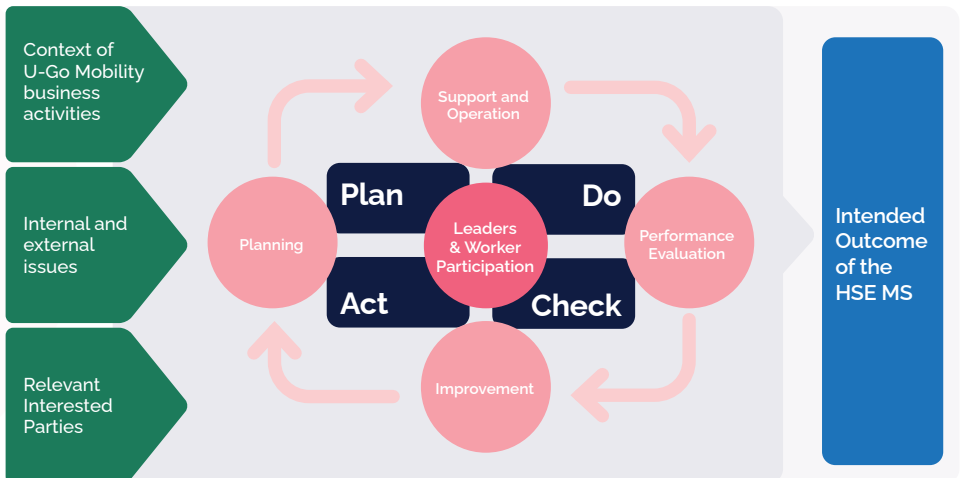


Figure 1: Plan-Do-Check-Act

# 3. Objectives

## 3.1. EMP Objectives

The objectives of the EMP are to:

- ▶ Describe how we intend to achieve enhanced performance across environmental outcomes
- ▶ Ensure compliance with applicable environmental legislation and environmental policies and plans of TfNSW
- ▶ Meet and exceed council, government, customer, and community expectations for protection of the environment
- ▶ Identify the potential impacts of our operational activities on the environment, including environmental risks and impacts associated with the activities of our suppliers
- ▶ Drive ongoing improvements in environmental performance across our operation through the development and implementation of robust continuous improvement processes and associated initiatives
- ▶ Ensure employees are fully aware of environmental obligations under this EMP through appropriate training and effective integration of company culture
- ▶ Ensure employees are provided with sufficient training, development, and support to recognise, avert and, if necessary, effectively manage an environmental incident or non-conformance.



## 3.2. U-Go Mobility Environmental Objectives and Targets

### 3.2.1 ISO14001 CERTIFICATION

In order to secure compliance with ISO 14001, U-Go Mobility will engage an accredited standards certification body to audit and certify its environmental systems within the first 12 months of operation.

U-Go Mobility recognises that when the measures set out in ISO 14001 are applied to its operations, they will provide a benchmark for environmental performance and prompt early action to address any opportunities for improvement.

Our processes and tools will:

- ▶ Develop objectives and targets in consideration of the needs of interested parties, such as TfNSW
- ▶ Include information required by interested parties in our reports
- ▶ Identify risks to achieving the objectives and mitigating actions which will be allocated to owners.

Table 1 Stages of ISO 140001 Certification highlights the stages to be undertaken to gain ISO 14001 certification.

Table 1 Stages of ISO 140001 Certification

| Stage          | Activity  |
|----------------|---|
| <b>Stage 1</b> | EMS development and implementation - during the transition phase, the management system will be established using the applicable and most relevant parts of the U-Go Mobility partners system framework.  |
| <b>Stage 2</b> | Internal review- as part of the governance arrangements, U-Go Mobility will be supported by the existing audit teams within U-Go Mobility. These teams will conduct a thorough review in preparation for certification.   |
| <b>Stage 3</b> | Training and application of the systems will be undertaken to ensure that all personnel understand their responsibilities in applying and maintaining the system. This activity will also provide the foundation for the collection of systems outputs/evidence to support the certification process. |
| <b>Stage 4</b> | U-Go Mobility will engage a suitable certification body to conduct the audit. The Operational team will review the certification body's audit findings and discrepancies (if any), leading to the company's certification.  |
| <b>Stage 5</b> | Continuous improvement and ongoing certification auditing.  |



### 3.2.2 Operational Objectives and Targets

Outlined in Table 23 is a range of objectives and targets to be integrated into the daily operational model which align with the requirements of the EMP.

Table 2: Operational Objectives and Targets

| Aspect                                     | Objectives  | Targets   |
|--|---|---|
| <b>Air quality</b>                         | <ul style="list-style-type: none"> <li>▶ Minimise impact on air quality</li> <li>▶ Emissions comply with regulatory requirements</li> <li>▶ Minimise dust generated from operational activities</li> <li>▶ Actively reduce fuel consumption and reduce unnecessary engine idling</li> </ul>   | <ul style="list-style-type: none"> <li>▶ No reportable events relating to dust or emissions from operational activities</li> </ul>  |
| <b>Asbestos Containing Materials (ACM)</b> | <ul style="list-style-type: none"> <li>▶ Ensure exposure to ACMs is minimised</li> </ul>  | <ul style="list-style-type: none"> <li>▶ All ACMs encountered are managed and, if appropriate, disposed of in accordance with relevant legislation and best practice by an approved and competent person</li> </ul>   |
| <b>Noise/ Vibration</b>                    | <ul style="list-style-type: none"> <li>▶ Effectively manage activities to ensure noise/vibration impacts are minimised and complies with the Environment Protection Agency and local government regulatory requirements</li> <li>▶ No effect of vibration on adjoining properties from activities</li> </ul>  | <ul style="list-style-type: none"> <li>▶ No reportable events relating to noise/vibration arising from operational activities</li> </ul>  |
| <b>Soil and water contamination</b>        | <ul style="list-style-type: none"> <li>▶ Minimal/no impact of soil erosion or disturbance from operational activities</li> <li>▶ Minimal/no impact on local waterways (including soil erosion, ASS, or chemical spillage) disturbance arising from activities</li> <li>▶ Minimal/no impact to Sydney Water's wastewater treatment facilities</li> </ul> | <ul style="list-style-type: none"> <li>▶ No reportable events relating to soil and water contamination arising from operational activities</li> <li>▶ No reportable spills, leakages and/or explosion events</li> <li>▶ Quick response time if there is a spill, leakage and/or explosion event</li> <li>▶ Storage and spillage control measures installed appropriately</li> </ul> |

| Aspect                        | Objectives   | Targets  |
|-------------------------------|--|--|
| <b>Drainage and hydrology</b> | <ul style="list-style-type: none"> <li>▶ Existing drainage maintained or improved</li> </ul>   | <ul style="list-style-type: none"> <li>▶ Minimal/no issues with flooding or new run off channels as a result of operations</li> </ul>  |
| <b>Waste disposal</b>         | <ul style="list-style-type: none"> <li>▶ Minimise waste generation, dispose of waste safely</li> </ul>   | <ul style="list-style-type: none"> <li>▶ All waste removed from site disposed in accordance with legislative requirements</li> <li>▶ Prior to disposal of waste an assessment of viable reuse or recycling options must be carried out</li> <li>▶ Prior to disposal of wastewater or stormwater an assessment of viable reuse or recycling options must be carried out</li> <li>▶ Single use and/or non-recyclable kitchen items must not be supplied to on-site facilities</li> </ul> |
| <b>Hazardous materials</b>    | <ul style="list-style-type: none"> <li>▶ Avoid/minimise potential human health and environmental effects from exposure to fuels and hazardous chemicals</li> <li>▶ Establish control measures to prevent and manage accidents, spills and other discharges of environmental hazardous chemicals and dangerous goods to the environment (e.g., water course, groundwater, and soils)</li> </ul> | <ul style="list-style-type: none"> <li>▶ No reportable events relating to hazardous materials arising from operational activities</li> </ul>   |
| <b>Social impacts</b>         | <ul style="list-style-type: none"> <li>▶ Minimal impact to existing infrastructure from operational traffic</li> <li>▶ Minimise light spill</li> <li>▶ Minimise impact on neighbours and local community</li> </ul>  | <ul style="list-style-type: none"> <li>▶ No reportable events relating to social impacts arising from operational activities</li> </ul>  |

## 4. Statutory requirements

### 4.1. Identification of Legal and Other Requirements

The U-Go Mobility team commits to all legal and other regulatory compliance requirements. These requirements are in addition to those already identified and managed including:

- ▶ State and Territory-based legislation
- ▶ Local Council requirements
- ▶ Agreements with public authorities
- ▶ Client/customer agreements
- ▶ Local community requirements.

### 4.2. Monitoring of Legal and Other Requirements

Regular monitoring of legal and other requirements is required in order to maintain currency and compliance. The U-Go Mobility team will ensure that the responsibility for receiving notifications of changes is agreed, noting that there may be several different sources of change (client, Local Authority etc.). Where notifications are received, legal requirements will be identified with actions required to implement the change assigned and tracked to monitor completion. These changes may require updates to plans, inspection schedules, inspection checklists, reports etc.

### 4.3. Compliance Evaluation Activities

Management plans are developed to identify the legislative (and other) requirements and the actions required to be undertaken to ensure compliance. Evaluation of compliance against these plans and consequently the associated legal and other requirements will be conducted through the following methods.

#### 4.3.1 Inspections

An inspection schedule will be developed to define verification activities required to monitor legal compliance and in particular specific control implementation.

#### 4.3.2 Audits

Internal and external audits will be scheduled in accordance with U-Go Mobility's Audit and Assurance Procedure. These audits will typically verify compliance with approved plans and procedures, and in doing so, compliance with applicable legal or other requirements.

Periodic environmental legal compliance audits will be conducted at various sites as per the audit schedule.

#### 4.3.3 Review System Compliance

When establishing or making changes to the management systems, procedures, work standards etc, compliance with legal and other requirements shall be reviewed and recorded.

### 4.3.4 Training

To ensure that there is awareness of the required legal obligations, training will be provided.

### 4.3.5 Records

All records relating to the evaluation of legal and other requirements shall be kept. These will include any actions raised to address audit findings. These records will typically include.

- ▶ Change management records
- ▶ Database records
- ▶ Regular HSEQ internal reports
- ▶ Major amendments made to procedures
- ▶ Annual Review Records
- ▶ Toolbox/Alert Records.

## 4.4. Commonly Applicable Environmental Legislation

U-Go Mobility is committed to complying with all relevant legislation, including:

- ▶ Australian Dangerous Goods (ADG) Regulations
- ▶ Climate Change Act 2022
- ▶ Contaminated Land Management Act 1997
- ▶ Environment Protection Act 1997
- ▶ Environment Protection and Biodiversity Conservation Act 1999
- ▶ Environmental Planning and Assessment Act 1979
- ▶ Environmentally Hazardous Chemicals Act 1985
- ▶ Heritage Act 1977
- ▶ National Parks and Wildlife Act 1974
- ▶ Protection of the Environment Operations Act 1997 (POEO Act)
- ▶ Waste Avoidance and Resource Recovery Act 2001
- ▶ Work Health and Safety (WHS) Act 2011

## 5. Communication with stakeholders

### 5.1. Our approach to responding to stakeholder feedback

U-Go Mobility places great importance on proactively engaging with customers and stakeholders to get performance feedback. Feedback is used as the basis for developing continuous improvement practices and is crucial in meeting and exceeding customer expectations.

In the event any customer or important stakeholder seeks to comment on the environmental performance of U-Go Mobility or to make a complaint about environmental concerns, the first step is to go to the Transport for NSW website and click the Your Feedback tab or call 131 500.

**Website:** [Transportnsw.info](https://transportnsw.info)

All customer and stakeholder feedback will be assessed by TfNSW and will be considered requiring either a straightforward response, a more complex case handling response or not requiring a response. Any feedback regarding environmental factors will be reviewed by the U-Go Mobility HSEQ team which will support the preparation of a suitable response.

| Response type                  | Days to resolve                                |
|--------------------------------|--|
| Straightforward response       | Within 2 business days                         |
| Complex case handling response | Within 5 days to receive first progress report |



## 6. Environmental Factors

Key environmental factors upon which U-Go Mobility's operations team are fully included below.

### 6.1. Noise and Vibrations

U-Go Mobility will follow the Work Health and Safety Act 2011 (NSW) which sets out the noise limits in a workplace and Environmental Noise and Control and the Noise Control Regulation 2017 which sets out the noise limits and requirements for motor vehicles on public roads.

Sensitive receiver locations will be assessed at each Depot.

### 6.2. Air Quality Management

There are sources for potential pollution within the scope of operations that may release air pollutants into the atmosphere.

Emission of dust and fumes from workshop areas will be managed through the appropriate implementation of controls such as enclosure and exhausting of any emissions designed to minimise the impact on the surrounding environment.

Overall, potential pollution from the buses will be from workshop maintenance activities, including welding repairs, solvent use for cleaning equipment and vehicle use.

#### 6.2.1 Mitigation and Management

Controls that are adequate to manage air quality and reduce risk to an acceptable rating will be implemented for the duration of the operations period. Elimination of the hazard is the first preference of control, followed by engineering, then administrative controls.

#### 6.2.2 Air Quality Monitoring and Reporting

Monitoring the implementation and performance of environmental controls will be undertaken through inspections and will include analytical air quality monitoring, where required.

The need for further air quality monitoring will be assessed throughout the operational period based on visual observations and/or complaints, or the introduction of new plant and equipment.



### 6.3. Carbon and Energy Management Strategy

The efficient use of energy is important to U-Go Mobility and is critical to our contribution to the emission reduction goals of Australia's Transport sector by 26-28 percent by 2030.

Furthermore, the NSW Government has set a target to achieve net-zero emissions by 2050, which includes emissions from the public transport sector.

U-Go Mobility will also be reporting to the Clean Energy Regulator (CER) by participating in the National Greenhouse and Energy Reporting scheme, as required by the NGER Act 2007.

Our carbon and energy management strategy address the following:

- ▶ An estimate for the total U-Go Mobility operational energy demand. This includes a description of assumptions and benchmarks that support the energy demand estimate, and a range for the level of confidence in the estimate.
- ▶ Energy monitoring strategy, including electrical energy consumption and fuel consumption as well as on-site renewable energy generation and renewable energy sourced from the main electricity grid.
- ▶ A greenhouse gas (GHG) inventory strategy. This requires monitoring and tracking of all emissions sources.
- ▶ A summary of the approach to identify opportunities to reduce carbon emissions and energy use of the operational activities for the life of the operations.
- ▶ A summary of the low carbon strategies and initiatives that have been implemented to minimise the carbon emissions associated with the operations and maintenance activities.
- ▶ A strategy for how controls and systems are operated to minimise overall energy consumption.
- ▶ A profile of regenerated energy, with respect to traction energy, under all operating scenarios.
- ▶ The carbon foot printing strategy including direct and indirect emissions associated with electricity and fuel consumption and on-site process emissions.
- ▶ A strategy for capturing the major factors for change in actual energy consumption compared to the estimate. This includes an indication of the magnitude of impact each factor would have on the actual operational energy demand.

## 6.4. Water Management Strategy

U-Go Mobility's comprehensive water management strategy encompasses various water needs in operations, such as cleaning of vehicles, domestic water requirements of depots, staff facilities, and parking areas. Our strategy is aimed at setting targets for reducing water consumption that align with Australia's Water Care Strategy and its subsequent strategies.

The first stage of developing the strategy will be an audit of water usage, which will form the basis of our strategy to address:

- ▶ Water management, including a water use strategy
- ▶ A water reduction program
- ▶ Recycling
- ▶ Reuse of grey water
- ▶ Wastewater management
- ▶ Employee training and communications covering water management and use.

### 6.4.1 Water Hierarchy

Water reduction strategies have been developed using the opportunities hierarchy.

Each element of the hierarchy can be described as follows:

- ▶ **Avoidance** – avoid or reduce water use and the impacts on the local ecosystem from water extraction/harvesting
- ▶ **Improvement** – improve water efficiency and minimise the volume of water used per service output through demand management
- ▶ **Reuse** – reuse and recycle water
- ▶ **Capture** – collect rainwater and stormwater and effectively substitute potable water with locally appropriate alternative sources.

Water consumption will be reduced across the network and facilities by one of two ways:

- ▶ **Monitor and reduce water use** – monitor current water use to see where reductions are available. Techniques to lower water consumption include planting of drought-resistant plants. Research will also be conducted into better technologies for water-using machinery and equipment, including wash bays, faucets, and toilets.
- ▶ **Substitute potable for non-potable water** – monitor and model variable water use across the asset/network operational lifecycle (substituting for potable water). The reduction and substitution of potable water for non-potable water can be achieved by installing rainwater collection and grey water recycling systems.

### 6.4.2 Wastewater Management

Lowering the amount of water used and increasing the amount of water recycled and treated will lower the amount of wastewater being taken offsite. Wastewater sources include blackwater (sewage), grey water and oily water. Strategies to reduce wastewater across operational sites can include:

- ▶ **Blackwater waste** – installing water-efficient fixtures and appliances to avoid excessive discharge to the sewage system
- ▶ **Grey water** – capture, treat and reuse grey water (from taps, sinks)
- ▶ **Oily water** – review cleaning processes on the floor to see if there are ways that the process can be changed to manage water more efficiently.



### 6.4.3 Water Usage Baseline

A water usage baseline will be prepared within the first six months of operation. This will look at all water sources and potential areas to reduce water usage or, alternatively, offset water usage through recycling and collection.

### 6.4.4 Water Use Target

An initial water audit of our operations will be conducted to establish a water use target. The target will take into account the existing rainwater recycling features and identify opportunities for additional collection facilities. As the actual water usage of our operations cannot be precisely determined until the completion of the first year of operations, the water use target will be an estimate. Once the actual water usage data becomes available, this EMP will be revised to reflect the accurate figures and provide a more reliable annual forecast.

### 6.4.5 Water Use and Quality Monitoring Strategy

Where required water quality monitoring and use metering will be conducted throughout the operational period. Water metering will be used to monitor the use of all water sources.

### 6.4.6 Water Quality Parameters

Operational water quality parameters for the network have been adopted from the Australian and New Zealand Environment and Conservation Council (ANZECC) Water Quality Guidelines (2000) and the Australian Drinking Water Guidelines (ADWG) v.3.8 published September 2022. The parameters that water quality will be monitored against will be defined in the Water collection procedure.

### 6.4.7 Water Efficiency / Water Reduction Program

Annually, various measures will be evaluated to minimise the use of potable water. These actions will be updated based on the latest technologies and insights gained. Such actions will be an integral part of maintaining our AS/NZS 14001:2015 certification.

Following the Operations Commencement Date on 1 July 2023, operational strategies to reduce potable water consumption will be identified, which will aid in the continuous improvement process of our AS/NZS 14001:2015 certification.

## 6.5 Spills and Containment

The management of spills of chemicals, fuels, oils, or other substances which may result in harm to human health and/or the environment are to be managed in such a way as to minimise the effects.

## 6.6. Waste Management

U-Go Mobility will ensure all material and consumables used in the performance of bus services are environmentally friendly and kept and disposed of in an environmentally safe and lawful manner.

All waste will be managed in accordance with relevant legislation and operating licences. All recycled materials and waste leaving site must be calculated (by weight) and all invoices kept for auditing purposes.

There will be opportunities to assess the maintenance sites and see if there are ways to lower what is used and eventually ends up in either landfill or a recycling bin. Steps to include taking stock of what recycling plans are currently in place and what waste is being separated. Then looking at the amount of waste consumed, tracking to the source, and seeing if there are alternatives to either lowering what is used or finding a substitute that can be reused or creates less waste. These options will lower the cost of storage and removal from site.

### 6.6.1 Waste hierarchy

Where practicable, use the Waste hierarchy in operations, including procurement and objective setting. The Waste hierarchy uses the following strategy:

1. **Refuse** – prevent waste being created in the first place. Examine how the work can be done without creating waste
2. **Reduce** – reducing waste generation and implement lean purchasing systems
3. **Reuse** – Reusing any discarded items in a way that is the same or similar to what it was originally intended without reprocessing or remanufacturing
4. **Recycle** – Recovering used products and reprocessing or remanufacturing them to make new products that may or may not be like the initial product
5. **Treatment** – Treating wastes prior to disposal to minimise environmental impacts, particularly toxicity
6. **Disposal** – Responsible disposal of waste according to legislative guidelines and best practice.

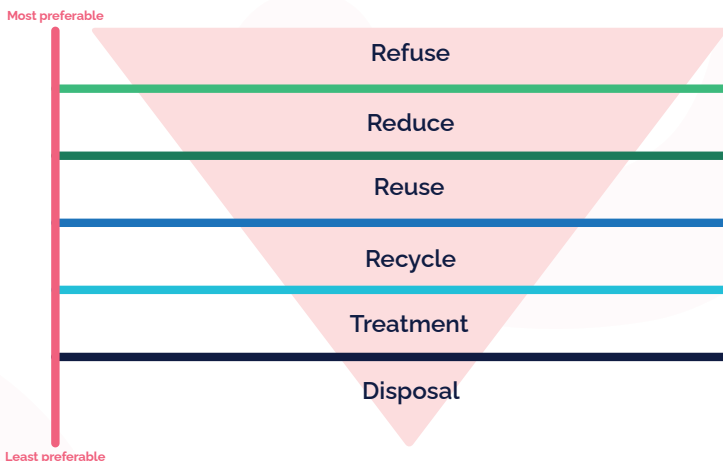


Figure 2 Waste Hierarchy

## 6.7. Hazardous Substances and Dangerous Goods

### 6.7.1 Management of Dangerous Goods and Substances

The classification of dangerous goods differs from that of hazardous substances in that it focuses solely on the immediate and direct dangers posed by a substance, without considering any long-term effects from prolonged exposure.

The United Nations' Global Harmonised System for the Classification and Labelling of Chemicals is used for classifying dangerous goods. It is important to note that a substance can be classified as both a hazardous substance and a dangerous good, although the classifications may be based on different properties of the same substance. In such cases, compliance with the duties and obligations under the Industrial Chemicals Act 2019 is necessary.

To ensure the safety of all staff and contractors working on-site, clear signage will be installed in areas where dangerous substances are stored to make them aware of their presence.

### 6.7.2 Management of Hazardous Materials

All potential hazardous materials within the site area boundaries for our operations must be managed so that all personnel, inclusive of contractors and visitors, are not exposed to hazards that may adversely impact on their health. The disturbance or deterioration of hazardous materials and residual below ground contaminants can lead to exposure via several pathways, such as inhalation of airborne fibres or dusts, dermal contact, or accidental ingestion of materials.

## 6.8. Incident Reporting Process

A site-specific emergency response plan has been developed and will be followed in the case of an environmental emergency.

Potential emergency situations and accidents that have impact on the environment have been identified and documented in the site Emergency Response Plan. The plan includes the site response.

TfNSW and the EPA, as well as other local councils and local authorities, will be immediately notified of environmental emergencies immediately in accordance with the contractual requirements and legislative requirements of the POEO Act 1997. Refer to the Notifiable Incidents Report Procedure for further details.

An environmental event is defined as an event that has resulted in, or could have adverse environmental impact, such as a chemical spill. If such an event is deemed to have occurred, U-Go Mobility shall implement the emergency response plan.

Any such events will be reported as required under legislation.

In the case of any environmental incidents, U-Go Mobility will ensure that sufficient resources are available both on and offsite to respond. Most environmental incident response will be resourced internally, with emergency response staff using environmental controls such as spill response kits. Specific training and the number of response personnel will be assessed as part of the emergency response planning.

Where an environmental incident is assessed as needing additional assistance, external containment and clean up, units will be deployed. These would include the professional environmental services, as well as the Fire Brigade and HAZCHEM (Hazardous chemicals/substances) resources.

Response procedures will be periodically tested and reviewed following events and every two years.

## 7. Future Opportunities

Any future developments or changes to the facilities or infrastructure will be conducted in compliance with the Environment Planning and Assessment Act 1979.

### 7.1. Renewable Energy

To achieve energy emission targets, renewable energy is key.

#### 7.1.1 Renewable Energy Opportunities

The following renewable energy opportunities have been identified:

- ▶ Rooftop solar PV installation on the Depot building. Feasibility to be assessed.
- ▶ Rooftop solar PV installation at stations. Feasibility to be assessed.
- ▶ Wind turbine near Depot compound. Feasibility to be assessed.

#### 7.1.2 Energy Monitoring Strategy

We will develop an energy monitoring strategy after the Operations Commencement Date (1 July 2023) that will include monitoring of energy from all carbon emitting and offset sources.

### 7.2. Diesel/Petrol

Diesel and petrol will be used by the buses, contractors, maintenance vehicles and any back-up generators. The fuel used by the buses is kept at the yard petrol stations. The fuel consumed will be recorded through the purchase receipts and will be manually entered into our energy management system.

### 7.3. Energy Reduction Strategies

This section addresses the individual elements and summarises the energy saving features within each of these. The energy reduction strategies have been developed using the following opportunities hierarchy:

- ▶ Avoidance: Minimise the need for energy use and GHG emission within the asset and associated systems through appropriate design.
- ▶ Efficiency: Adopt efficient construction and operational practices to minimise the energy and resources use associated with necessary activities.
- ▶ Substitution: meet remaining energy needs, prioritise low-emission and renewable energy sources.
- ▶ Off-setting: Residual GHG emissions may be offset with credible offsets that comply with the National Carbon Offset Standard.

### 7.4. Operational Low Carbon Strategy

There are several initiatives that can be employed to reduce carbon emissions through the operations and maintenance activities. These initiatives will be reviewed annually so that learnings and the latest technologies can be rolled out. These actions will form a critical part of our AS/AZS 14001:2015 certification.

## 8. Environmental Awareness and Training

To ensure effective environmental management in our operations and maintenance activities, we will provide training to our employees and subcontractors to enhance their awareness and understanding of environmental and sustainability practices.

It is essential that all individuals working at our depots demonstrate a basic level of knowledge in this area.

### 8.1. Induction Training

On joining U-Go Mobility, all employees will undertake ongoing basic environmental and sustainability awareness training using our online training platform. Initial training will be delivered as part of our Employee Induction Course. It will cover:

- ▶ Our Sustainability Framework
- ▶ Our Environmental and Sustainability Policy
- ▶ TfNSW's Sustainability Principles
- ▶ The role of each employee within our environmental and sustainability responsibility matrix
- ▶ An overview of this EMP
- ▶ Roles and responsibilities under this EMP, including environmental feedback from employees
- ▶ Controls in the event of an environmental incident
- ▶ Waste management
- ▶ General environmental incident management.

### 8.2. Ongoing Awareness Training

Following the initial training, annual refresher training online and ongoing training programs, such as toolbox talks, will be undertaken to assist in maintaining effective environmental and sustainability management. The toolbox talks will be designed to reiterate the environmental and sustainability objectives and specific controls. Topics may include:

- ▶ New controls or work instructions
- ▶ Reinforcement of induction and online training content
- ▶ Results of inspections and audits
- ▶ Awareness of environmental events.

### 8.3. Task-Specific Training

Task-specific environmental incident training (e.g., spill response training) will be delivered where risk assessment analysis identifies duties that have the potential to adversely impact on the environment.

### 8.4. Subcontractors

As part of our EMP, all parties will receive site induction to understand and comply with our environmental requirements and their responsibilities. Adherence to our Environmental Policy and Sustainability Policy will be a condition of subcontract for all subcontractors engaged, and regular auditing of their activities will be conducted to ensure compliance with our EMP.

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