



PUBLIC REPORT TEMPLATE 2011

Please note that this template has been updated based on feedback from a number of Corporations during the recent review of regulations. It is not compulsory for you to use this Public Report template. You may wish to continue to use the previous template, or you may report in another format of your choice. Either is acceptable provided you report all the information required by the EEO Act and Regulations.

There is an explanatory document at pages 5-14 of this template that fully explains how to complete it. There is also some targeted guidance on the template itself.

Part 1 - Corporation Details

Controlling Corporation

Period to which this report relates

Insert the name of the Controlling Corporation exactly as it is registered with the EEO Program. The period to which the report relates is the total period of participation up to 30 June prior to when the report is due.

JJ Richards and Sons Pty Ltd

From

1 July 2006

To

30 June 2011

Table 1.1 - Major Changes to Corporate Group Structure or Operations

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During this reporting period the partnership associated with JJ Richards Liquid Waste Solutions was dissolved resulting in JJ Richards Liquid Waste Solutions becoming wholly controlled by JJ Richards and Sons Pty Ltd.

There was an increase of approximately 6% in numbers for vehicle units rated as Euro Sts 1, 3, 4 and 5.

Table 1.2 – Aggregate energy assessed covered in this report

Total energy use covered by all assessments in this report	804,778.5	GJ
Total energy assessed as percentage of total energy use of the corporate group**	93.7%	%

* If this report covers only part of the corporate group, then the percentage should be computed on the total energy use for that part of the group covered in this report

Please note that corporations are required to assess 80% or more of their energy use in the first five-year assessment cycle and 90% or more in subsequent five-year assessment cycles. Accordingly, for those corporations with a 2005-06 trigger year (i.e. those corporations at the end of their first-five year assessment cycle), the value in "Percentage of corporation's energy use assessed" above, must be more than 80%.



Declaration

Declaration of accuracy and compliance

The information included in this report has been reviewed and noted by the board of directors and is to the best of my knowledge, correct and in accordance with the *Energy Efficiency Opportunities Act 2006* and *Energy Efficiency Opportunities Regulations 2006*.

Mr John Richards - Chief Executive Officer / Director

Date 19/12/11



Part 2 - Assessment Outcomes

Table 2.1 – Assessment Details

It is compulsory to complete a separate table for each group member, business unit, or key activity that has been assessed

Name of group member or business unit or key activity	JJR Waste Collection Fleet	
Total energy use in the last financial year	859,185.71	GJ
Energy use assessed in this entity as a percentage of total entity energy use*		%
Energy use assessed in this entity as a percentage of total corporate energy use	93.7	%
Accuracy of above estimates related to energy use assessed - <u>only required if not ±5% or better</u>		%
Period over which assessment was undertaken	1/...7../2010	30/...6../2011
Description of the way in which the entity carried out its assessment	<p>Assessments on the JJ Richards & Sons Pty Ltd (JJR) fleet vehicles have continued during this reporting period; a number of trials are planned or currently underway.</p> <p>Trials for a hydraulic launch assist (HLA) which uses the energy reserved from the hydraulic systems to power initial take off, undertaken in 3 council collection contracts in South East Queensland have continued. Promised fuel savings of between 10 – 30% are currently not being achieved however lesser efficiencies are evident. Continued trials utilising newer trucks and runs are continuing. HLA also delivers benefits in relation to brake maintenance and tyre life.</p> <p>Management practices that can influence vehicle use and therefore fuel efficiency, such as improved collection run planning and productivity gains through changed working and remuneration conditions, continue to be investigated and trialled.</p> <p>The EEO working group has continued to be the central organising group associated with identifying and trialling energy efficiency opportunities; primarily comprised of skilled personnel associated with technical aspects associated with fleet operations, the group has sought internal advice on productivity and budgeting, for example, from the tendering department.</p> <p>Key energy efficiency opportunities are discussed at board meetings while productivity issues that relate to energy efficiency opportunities are discussed at a depot or regional level on a quarterly basis (as minimum).</p> <p>In addition to rigorous accounting procedures that enable energy consumption to be recorded, a number of additional systems enable energy efficiency opportunities and trials to be scrutinised, for example truck computers enable real time energy consumption data, such as diesel flow rates to be recorded. Data derived from these sources is available in the MIRA intranet program enabling managers and board members to continually monitor and assess efficiencies.</p>	

* Please note that, for individual sites that use more than 0.5PJ of energy, all energy use must be assessed (less a small proportion for non integral energy use).



Table 2.2 - Energy efficiency opportunities identified in the assessment

It is compulsory to complete a separate table for each group member, business unit, or key activity that has been assessed

Table 2.2 – Energy efficiency opportunities identified in the assessment									
Status of opportunities identified to an accuracy of better than or equal to ±30%	Total Number of opportunities	Estimated energy savings per annum by payback period (GJ)						Total estimated energy savings per annum (GJ)	
		0 – < 2 years		2 – ≤ 4 years		> 4 years			
		No of Opps	GJ	No of Opps	GJ	No of Opps	GJ		
Business Response	Implemented								
	Implementation Commenced								
	To be Implemented								
	Under Investigation								
	Not to be Implemented								
Outcomes of assessment	Total Identified								
Status of opportunities identified to an accuracy of worse than ±30%									
Business Response	Implemented								
	Implementation Commenced	2		1	10,000	1			10,000
	To be Implemented								
	Under Investigation	1				1			
	Not to be Implemented								
Outcomes of assessment	Total Identified	3		1	10,000	2			10,000

Please note that Corporate Groups are not required to report opportunities with a payback greater than 4 years. Reporting this data is voluntary.



Table 2.3 - Details of significant opportunities identified in the assessment

Corporate Groups are required to provide at least 3 examples of significant opportunities for improving the energy efficiency of the group that have been identified in assessments.

Description of Opportunity	Voluntary Information	
Speed limiting for vehicles undertaking highway driving has been proven to increase fuel efficiency (with accompanying gains in tyre and brake life). Approval has been given by JJR directors to implement across the entire fleet; implementation will be staggered targeting new vehicles initially and then retrofitted to existing vehicles over time.	Business Response	Implementation
	Energy saved (GJ)	~10,000
	Greenhouse gas abated (CO ₂ -e)	242
	\$s saved	Not provided
	Payback period	Not provided

Description of Opportunity	Voluntary Information	
Reduced tare mass on side loader arm: reducing the mass of the side loader arm by between 100-120kg enable trucks associated with domestic wheellie bin collection to empty approximately 10 additional bins before reaching prescribed weight limits. For some collection runs this increased payload may allow reductions in collection runs over a large cycle.	Business Response	Continued Investigation
	Energy saved (GJ)	To be determined
	Greenhouse gas abated (CO ₂ -e)	To be determined
	\$s saved	To be determined
	Payback period	>4 years

Description of Opportunity	Voluntary Information	
Fleet specification tender: it is recognised that truck chassis's play a pivotal role in fuel economy. JJR has distributed an expression of interest to all truck manufacturers outlining specifications associated with chassis size and configuration in order to ensure trucks purchased by JJR conform to acceptable emission levels.	Business Response	Activity implemented and EEO benefits continued to be monitored
	Energy saved (GJ)	To be determined
	Greenhouse gas abated (CO ₂ -e)	To be determined
	\$s saved	To be determined
	Payback period	>4 years

Please note that the "Description of the Opportunity" above should include information on the specific nature and type of opportunity, as well as information on the type of equipment and/or process involved.