



M J LUFF PTY LTD EEO PUBLIC REPORT 2011

Part 1 - Corporation Details

Controlling Corporation

M J Luff Pty Ltd

Period to which this report relates

From 1 July 2008 To 30 June 2011

Table 1.1 - Major Changes to Corporate Group Structure or Operations

Table 1.1 – Major Changes to Corporate Group Structure or Operations	
Not applicable	

Table 1.2 – Aggregate energy assessed covered in this report

Total energy use covered by all assessments in this report	84,000	GJ
Total energy assessed as percentage of total energy use of the corporate group**	10	%

* 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*.

Jonathan Luff, Director

Date 19/12/2011



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

Border Express

Total energy use in the last financial year

841,330	GJ
10	%
100	%
	%

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

Accuracy of above estimates related to energy use assessed - only required if not ±5% or better

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Period over which assessment was undertaken

	July 2010		June 2011
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Description of the way in which the entity carried out its assessment

Fuel consumption was collated for each month in the twelve month period July 2010 to June 2011 from diesel fuel tax credit records. A sample of 40 prime movers was used, 18 of which were used for line-haul and 22 used for local operations. Distance travelled was tracked for these 40 prime movers using the fleet management database.

The efficiency of these prime movers was analysed to identify whether certain makes and models were significantly more efficient than others, within the constraint that a large number of variables are known to affect fuel efficiency.

Nearly all these prime movers were based at one depot which made the data relatively easy to access. A similar process will be followed over the next two years for prime movers based at other depots.

As a result of this assessment, the monitoring and evaluation of opportunities listed in the 2010 Public Report will be improved. The Driver Training Programme is to commence shortly, while it has been discovered that further investigation of aerodynamic kits and nitrogen-inflated tyres is needed to better define the value proposition.

Assessments are being conducted in a manner consistent with the key elements of the Energy Efficiency Opportunities programme. Monthly Sustainability Updates on a range of energy efficiency and renewable energy initiatives have been included in Board Reports since April 2011.

* 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 $\pm 30\%$		Total Number of opportunities	Estimated energy savings per annum by payback period (GJ)						Total estimated energy savings per annum (GJ)
			0 – < 2 years		2 – \leq 4 years		> 4 years		
			No of Opps	GJ	No of Opps	GJ	No of Opps	GJ	
Business Response	Implemented								
	Implementation Commenced								
	To be Implemented	1	1	6500					6500
	Under Investigation								
	Not to be Implemented								
Outcomes of assessment	Total Identified	1	1	6500					6500
Status of opportunities identified to an accuracy of worse than $\pm 30\%$									
Business Response	Implemented								
	Implementation Commenced								
	To be Implemented	1					1	1000	1000
	Under Investigation	2					2	1500	1500
	Not to be Implemented								
Outcomes of assessment	Total Identified	3					3	2500	2500

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	
A Driver Training Programme has been designed for line-haul drivers and will commence during 2011-12. A relatively conservative reduction in energy consumption of less than 10% has been used in this assessment. Approximately 100 drivers are to undergo training over a two year period.	Business Response	To be implemented
	Energy saved (GJ)	
	Greenhouse gas abated (CO2-e)	
	\$s saved	
	Payback period	

Description of Opportunity	Voluntary Information	
The company is investigating the use of low rolling-resistance tyres on line-haul vehicles. Although an average efficiency improvement of only 3% is anticipated it may prove cost-effective for some vehicles.	Business Response	Under investigation
	Energy saved (GJ)	
	Greenhouse gas abated (CO2-e)	
	\$s saved	
	Payback period	

Description of Opportunity	Voluntary Information	
Using nitrogen-inflated tyres on line-haul vehicles has been shown to reduce blowouts and maintain tread for longer by keeping the air in tyres cooler. Energy efficiency is also improved when tyres maintain their shape and it is claimed that an improvement of up to 5% is possible, although this needs to be verified by further investigation as does the cost effectiveness of using nitrogen inflation.	Business Response	Under investigation
	Energy saved (GJ)	
	Greenhouse gas abated (CO2-e)	
	\$s saved	
	Payback period	

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.