PUBLIC DISCLOSURE STATEMENT

NRMA MOTORING LTD

ORGANISATION CERTIFICATION
FY2022– 23

Australian Government

Climate Active
Public Disclosure Statement

An Australian Government Initiative

NAME OF CERTIFIED ENTITY	NRMA Motoring Ltd
REPORTING PERIOD	Financial year 1 July 2022 – 30 June 2023 Arrears report
DECLARATION	*To the best of my knowledge, the information provided in this public disclosure statement is true and correct and meets the requirements of the Climate Active Carbon Neutral Standard.*
	Troy Favell Senior Manager, Group Environment and Sustainability Date

Australian Government
Department of Climate Change, Energy, the Environment and Water

Version August 2023.

1.CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	10,205 tCO_2-e
OFFSETS USED	100% CERs
RENEWABLE ELECTRICITY	23.23%
CARBON ACCOUNT	Prepared by: EnergyLink Services
TECHNICAL ASSESSMENT	5 July 2023 Pangolin Associates Next technical assessment due: FY2025 report

Contents

2.CARBON NEUTRAL INFORMATION

Description of certification

This carbon neutral certification is for the business operations of NRMA Motoring Ltd (ABN 76 088 8105 75), which includes the emissions associated with delivering NRMA's roadside assistance services.

Organisation description

The NRMA is Australia's largest member owned mutual providing a range of services for members and the community, including roadside assistance, an electric vehicle charging network, Driver Training, the Open Road Magazine, car reviews, a diverse range of motoring, travel and lifestyle benefits through our Blue member benefits program, as well as other related motoring products and services and community and education programs.

The NSW branch of the National Roads Association was founded in February 1920 and in 1923 became the National Roads and Motorists' Association (NRMA). From the outset, the NRMA looked for ways to improve road conditions for motorists. In 1924 the NRMA Patrol service began. The 1950s saw the beginning of a huge surge in the number of cars on the road and the NRMA hit one million Members in the 1970s. By the late 1980s that number had doubled.

The NRMA Motoring Ltd roadside assistance operates across New South Wales and the Australian Capital Territory. It includes the following facilities at

- 126 Erina Street, Gosford 2250 NSW; and
- 28 Newton Road, Wetherill Park NSW 2164

It is noted that the following location has been previously captured in the NRMA Ltd organisational boundary, but because of a complete review of the organisational boundary and operational control, it has been captured in the NMRA Motoring Ltd Climate Active Certification for FY23 to reflect its correct assignment.

- 126 Erina Street, Gosford 2250 NSW

The methods used for collating data, performing calculations, and presenting the carbon account are in accordance with the following standards:

- Climate Active Carbon Neutral Standard for Organisations (Commonwealth of Australia 2020)
- The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
- National Greenhouse and Energy Reporting (Measurement) Determination 2008

The greenhouse gases considered within the inventory are those that are commonly reported under the Kyoto Protocol; carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O) and synthetic gases - hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) sulphur hexafluoride (SF_6) and nitrogen trifluoride (NF_3). These have been expressed as carbon dioxide equivalents (CO_2-e) using relative global warming potentials (GWPs).

3.EMISSIONS BOUNDARY

Inside the emissions boundary

All emission sources listed in the emissions boundary are part of the carbon neutral claim.

Quantified emissions have been assessed as relevant and are quantified in the carbon inventory. This may include emissions that are not identified as arising due to the operations of the certified entity, however, are **optionally included**.

Non-quantified emissions have been assessed as relevant and are captured within the emissions boundary but are not measured (quantified) in the carbon inventory. All material emissions are accounted for through an uplift factor. Further detail is available at Appendix C.

Outside the emissions boundary

Excluded emissions are those that have been assessed as not relevant to an organisation's operations and are outside of its emissions boundary or are outside of the scope of the certification. These emissions are not part of the carbon neutral claim. Further detail is available at Appendix D.

Inside emissions boundary

Quantified

Accommodation and facilities

Electricity

Machinery and vehicles

Office equipment and supplies

Professional services

Transport (air)

Transport (land and sea)

Non-quantified

N/A

Outside emission boundary

N/A

4.EMISSIONS REDUCTIONS

Emissions reduction strategy

NRMA as Australia's largest member-owned organisation of more than 2.8 million members, has a long history of delivering positive impact to its members and the wider community. NRMA is committed to reducing our greenhouse gas emissions across our operations and supply chain, as well as supporting broader decarbonisation of the transport and tourism industries through our policy and advocacy.

As an organisation, NRMA supports the Paris Agreement's long-term goal of limiting the increase in the global average temperature to well below 2.0 degrees Celsius compared to pre-industrial levels. To be part of the solution, we have set near-term emissions reduction targets for 2030, and built emissions reduction plans for NRMA Motoring Ltd ABN: 76 088 8105 75.

Emission reduction initiatives

- **Goal 1:** Reduce our Scope 1 and 2 emissions by 20% by 2030. This will be achieved by:
- Transitioning to 100% renewable electricity at our offices before 2030.
    - Transitioning our patrol fleet to electric and hybrid-electric vehicles, aiming for 50% of the fleet to be converted by 2030. To enable this, we will pilot our first EV van in FY24.
    - Introduce hybrid tow trucks (instead of ICE tow trucks), with trials beginning in FY25.
    - Introduce fleet/route/job optimisation solutions to reduce total distance travelled/fuel usage for our patrols.

The ability to rapidly transition our fleet is currently constrained by the availability of suitable EV and or hybrid vans and trucks. We will proactively explore new options and advocate for them to be made available in Australia, but there remains a degree of uncertainty around supply into the future.

- **Goal 2:** Address scope 3 emissions by engaging with 60% of our suppliers (by emissions volume) across NRMA Motoring on emissions reduction by FY26, with the goal of influencing our supply chain to reduce their emissions and/or to identify and switch to suppliers with a lower emissions footprint. To support this goal, we will also:

In addition to the above NRMA will continue to implement the following practices throughout the business:

- Proactively encourage and enable our network of contracted regional roadside service providers to take up second-hand EV patrol vans as they become available from the NRMA patrol fleet.
- Flexible working arrangements to provide the option for staff to work from home and reduce commuting emissions.
- Continue to source all printing paper consumed across the business from FSC/PEFC sources.
- Digitising internal and external communication material to reduce paper usage and mailing services.

Emissions reduction actions

During FY23 NRMA began extensive work with internal and external stakeholders on developing and detailing our carbon emissions reduction plans and goals for NRMA Motoring across all emission scopes, engaging with a wide variety of key subject matter experts who will deliver on our emission reduction plans and goals. As our business continues to grow, we will proactively develop and refine our emissions reduction plans to allow us to adapt to new and emerging technologies and operational practices to ensure that our continued forward momentum in reducing our greenhouse gas emissions profile is maintained.

There have been incremental improvements in the road fleet as newer fuel-efficient vehicles are deployed which has reduced absolute emissions from the combustion of fuels. The trial of a suitable EV patrol van was delayed during FY22 due to the supply chain constraints as a result of the COVID pandemic, but a trial EV vehicle has been procured during FY23 with more robust trials and simulations to be carried out during FY24 to determine its suitability for the Patrol Fleet.

During FY23, NRMA Motoring has also obtained hybrid tow trucks with trials to begin in FY24 to determine suitability for the towing fleet.

NRMA Motoring continues to purchase 100% GreenPower for our Gosford location.

5.EMISSIONS SUMMARY

Emissions over time

		Emissions since base year	
		Total tCO_2-e (without uplift)	Total tCO_2-e (with uplift)
Base year:	2018–19	2,629.2	2,629.2
Year 1:	2019–20	2,860.4	2,860.4
Year 2:	2020–21	2,873.1	2,873.1
Year 3:	2021–22	3,649.1	3,649.1
Year 4	2022–23	10,204.7	10,204.7

Significant changes in emissions

Emission source	Previous year emissions (t CO_2-e)	Current year emissions (t CO_2-e)	Reason for change
Diesel oil post-2004 (GJ)	20.18	3,190.39	Because of our work during FY23 on our detailed emission reduction plans and a detailed review across all our emission scopes, NRMA proactively undertook an additional extensive review of our operational boundary to ensure its accuracy and relevancy. It was deemed additional activity to be within NRMA Motoring's operational control and therefore relevant to disclose under the Climate Active program.
Total emissions	3,649.1	10,204.7	

Use of Climate Active carbon neutral products, services, buildings or precincts

Certified brand name	Service
EnergyLink Services	Consulting (FY23 Climate Active Submission)

Emissions summary

The electricity summary is available in the Appendix B. Electricity emissions were calculated using a market-based approach.

Emission category	Sum of scope 1 (tCO_2-e)	Sum of scope 2 (tCO_2-e)	Sum of scope 3 (tCO_2-e)	Sum of total emissions (t CO_2-e)
Accommodation and facilities	-	-	14.4	14.4
Electricity	-	188.8	25.0	213.8
Office equipment and supplies	-	-	211.3	211.3
Machinery and vehicles	-	-	493.7	493.7
Professional services	-	-	498.3	498.3
Transport (air)	-	-	189.5	189.5
Transport (land and sea)	2,575.7	-	6,007.9	8,583.7
Total	**2,575.7**	**188.8**	**7,440.2**	**10,204.7**

Uplift factors

N/A

6.CARBON OFFSETS

Offsets retirement approach

This certification has taken an in-arrears offsetting approach. The total emissions to offset are 10,205 tCO_2-e. The total number of eligible offsets used in this report is 10,205. Of the total eligible offsets used, 0r were previously banked and 10,205 were newly purchased and retired. 0 are remaining and have been banked for future use.

Co-benefits

Wind Power Projects constructed across China introduce clean energy into the nation's rapidly expanding power grid, which has traditionally been dominated by fossil fuel-fired power plants. The location of these renewable energy power plants is strategically important with many located on power grids that supply China's main population centres, such as China's capital city, Beijing.

Wind power has some of the lowest environmental impacts of any source of electricity generation. Unlike conventional sources, wind power significantly reduces carbon emissions, saves billions of gallons of water a year and cuts pollution that creates smog and causes health problems. These projects also create employment in the emerging renewable energy industry and help to stimulate local business development.

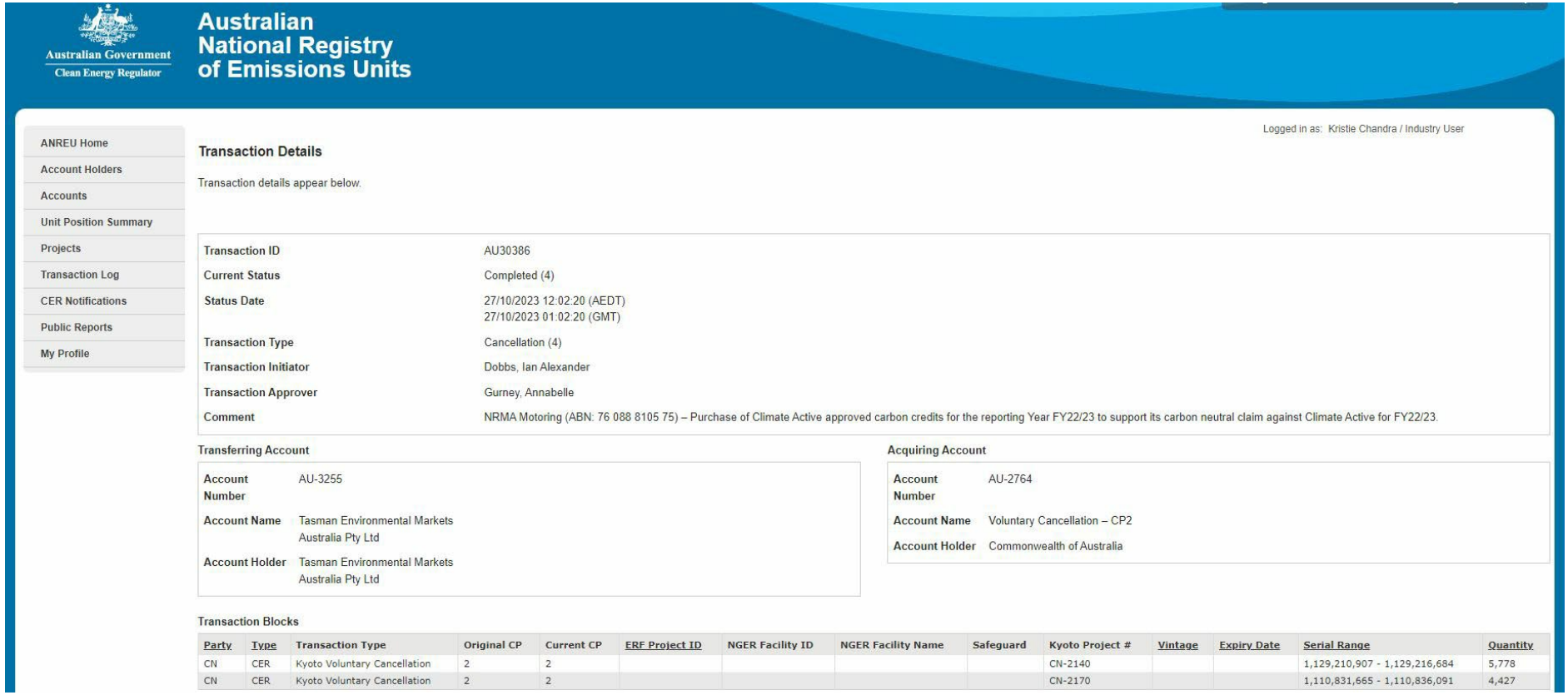
The projects meet the following Sustainable Development Goals:

Eligible offsets retirement summary

Offsets retired for Climate Active certification											
Project description	**Type of offset units**	**Registry**	**Date retired**	**Serial number (and hyperlink to registry transaction record)**	**Vintage**	**Stapled quantity**	**Eligible quantity retired (tCO_2-e)**	**Eligible quantity used for previous reporting periods**	**Eligible quantity banked for future reporting periods**	**Eligible quantity used for this reporting period**	**Percentage of total (%)**
CECIC HKC Danjinghe Wind Farm Project	CER	ANREU	27/10/2023	1,110,831,665 1,110,836,091	CP2	-	4,427	0	0	4,427	43%
Hebei Chongli Qingsanying 49.3MW Wind Farm Project	CER	ANREU	27/10/2023	1,129,210,907 1,129,216,684	CP2	-	5,778	0	0	5,778	57%
									Total eligible offsets retired and used for this report	**10,205**	
									Total eligible offsets retired this report and banked for use in future reports	**0**	

Type of offset units	Eligible quantity (used for this reporting period)	Percentage of total
Certified Emissions Reductions (CERs)	10,205	100%

Evidence of retired carbon offsets that have been used in this certification



Australian Government
Clean Energy Regulator

Australian National Registry of Emissions Units

ANREU Home
Account Holders
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Transaction Details

Transaction details appear below.

Transaction ID	AU30386
Current Status	Completed (4)
Status Date	27/10/2023 12:02:20 (AEDT) 27/10/2023 01:02:20 (GMT)
Transaction Type	Cancellation (4)
Transaction Initiator	Dobbs, Ian Alexander
Transaction Approver	Gurney, Annabelle
Comment	NRMA Motoring (ABN: 76 088 8105 75) – Purchase of Climate Active approved carbon credits for the reporting Year FY22/23 to support its carbon neutral claim against Climate Active for FY22/23.

Transferring Account

Account Number	AU-3255
Account Name	Tasman Environmental Markets Australia Pty Ltd
Account Holder	Tasman Environmental Markets Australia Pty Ltd

Acquiring Account

Account Number	AU-2764
Account Name	Voluntary Cancellation – CP2
Account Holder	Commonwealth of Australia

Transaction Blocks

Party	Type	Transaction Type	Original CP	Current CP	ERF Project ID	NGER Facility ID	NGER Facility Name	Safeguard	Kyoto Project #	Vintage	Expiry Date	Serial Range	Quantity
CN	CER	Kyoto Voluntary Cancellation	2	2					CN-2140			1,129,210,907 - 1,129,216,684	5,778
CN	CER	Kyoto Voluntary Cancellation	2	2					CN-2170			1,110,831,665 - 1,110,836,091	4,427

7. RENEWABLE ENERGY CERTIFICATE (REC) SUMMARY

Renewable Energy Certificate (REC) summary

N/A

APPENDIX A: ADDITIONAL INFORMATION

N/A

APPENDIX B: ELECTRICITY SUMMARY

There are two international best-practice methods for calculating electricity emissions – the location-based method and the market-based method. Reporting electricity emissions under both methods is called dual reporting.

Dual reporting of electricity emissions is useful, as it provides different perspectives of the emissions associated with a business's electricity usage.

Location-based method:

The location-based method provides a picture of a business's electricity emissions in the context of its location, and the emissions intensity of the electricity grid it relies on. It reflects the average emissions intensity of the electricity grid in the location (State) in which energy consumption occurs. The location-based method does not allow for any claims of renewable electricity from grid-imported electricity usage.

Market-based method:

The market-based method provides a picture of a business's electricity emissions in the context of its renewable energy investments. It reflects the emissions intensity of different electricity products, markets and investments. It uses a residual mix factor (RMF) to allow for unique claims on the zero emissions attribute of renewables without double-counting.

For this certification, electricity emissions have been set by using the market-based approach.

Market-based approach summary

Market-based approach	Activity Data (kWh)	Emissions (kg CO_2-e)	Renewable percentage of total
Behind the meter consumption of electricity generated	0	0	0%
Total non-grid electricity	**0**	**0**	**0%**
LGC Purchased and retired (kWh) (including PPAs)	0	0	0%
GreenPower	12,907	0	4%
Climate Active precinct/building (voluntary renewables)	0	0	0%
Precinct/Building (LRET)	0	0	0%
Precinct/Building jurisdictional renewables (LGCS surrendered)	0	0	0%
Electricity products (voluntary renewables)	0	0	0%
Electricity products (LRET)	0	0	0%
Electricity products jurisdictional renewables (LGCs surrendered)	0	0	0%
Jurisdictional renewables (LGCs surrendered)	0	0	0%
Jurisdictional renewables (LRET) (applied to ACT grid electricity)	0	0	0%
Large Scale Renewable Energy Target (applied to grid electricity only)	54,830	0	19%
Residual Electricity	223,911	213,835	0%
Total renewable electricity (grid + non grid)	**67,737**	**0**	**23%**
Total grid electricity	**291,648**	**213,835**	**23%**
Total electricity (grid + non grid)	**291,648**	**213,835**	**23%**
Percentage of residual electricity consumption under operational control	100%		
Residual electricity consumption under operational control	**223,911**	**213,835**	
Scope 2	197,739	188,841	
Scope 3 (includes T&D emissions from consumption under operational control)	26,171	24,994	
Residual electricity consumption not under operational control	**0**	**0**	
Scope 3	0	0	

Total renewables (grid and non-grid)	**23.23%**
Mandatory	**18.80%**
Voluntary	**4.43%**
Behind the meter	**0.00%**
Residual scope 2 emissions (t CO_2-e)	**188.84**
Residual scope 3 emissions (t CO_2-e)	**24.99**
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**188.84**
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**24.99**
Total emissions liability (t CO_2-e)	**213.83**

Figures may not sum due to rounding. Renewable percentage can be above 100%

Location-based approach summary

Location-based approach	Activity Data (kWh) total	Under operational control			Not under operational control	
Percentage of grid electricity consumption under operational control	**100%**	**(kWh)**	**Scope 2 Emissions ($kgCO_2$-e)**	**Scope 3 Emissions ($kgCO_2$-e)**	**(kWh)**	**Scope 3 Emissions ($kgCO_2$-e)**
NSW	291,648	291,648	212,903	17,499	0	0
Grid electricity (scope 2 and 3)	**291,648**	**291,648**	**212,903**	**17,499**	**0**	**0**
NSW	0	0	0	0		
Non-grid electricity (behind the meter)	**0**	**0**	**0**	**0**		
Total electricity (grid + non grid)	**291,648**					

Residual scope 2 emissions (t CO_2-e)	**212.90**
Residual scope 3 emissions (t CO_2-e)	**17.50**
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**212.90**
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**17.50**
Total emissions liability	**230.40**

Operations in Climate Active buildings and precincts

Operations in Climate Active buildings and precincts	Electricity consumed in Climate Active certified building/precinct (kWh)	Emissions (kg CO_2-e)
N/A	**0**	**0**

Climate Active carbon neutral electricity is not renewable electricity. These electricity emissions have been offset by another Climate Active member through their building or precinct certification. This electricity consumption is also included in the market based and location-based summary tables. Any electricity that has been sourced as renewable electricity by the building/precinct under the market-based method is outlined as such in the market-based summary table.

Climate Active carbon neutral electricity products

Climate Active carbon neutral product used	Electricity claimed from Climate Active electricity products (kWh)	Emissions (kg CO_2-e)
N/A	**0**	**0**

Climate Active carbon neutral electricity is not renewable electricity. These electricity emissions have been offset by another Climate Active member through their electricity product certification. This electricity consumption is also included in the market based and location-based summary tables. Any electricity that has been sourced as renewable electricity by the electricity product under the market-based method is outlined as such in the market-based summary table.

APPENDIX C: INSIDE EMISSIONS BOUNDARY

Non-quantified emission sources

The following emissions sources have been assessed as relevant, are captured within the emissions boundary, but are not measured (quantified) in the carbon inventory. They have been non-quantified due to one of the following reasons:

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

Relevant non-quantified emission sources	Justification reason
N/A	

Data management plan for non-quantified sources

There are no non-quantified sources in the emission boundary that require a data management plan.

APPENDIX D: OUTSIDE EMISSIONS BOUNDARY

Excluded emission sources

The below emission sources have been assessed as not relevant to this organisation's operations and are outside of its emissions boundary. These emissions are not part of the carbon neutral claim. Emission sources considered for relevance must be included within the certification boundary if they meet two of the five relevance criteria. Those which only meet one condition of the relevance test can be excluded from the certification boundary.

Emissions tested for relevance are detailed below against each of the following criteria:

1. **Size** The emissions from a particular source are likely to be large relative to the organisation's electricity, stationary energy and fuel emissions.

2. **Influence** The responsible entity has the potential to influence the reduction of emissions from a particular source.

3. **Risk** The emissions from a particular source contribute to the organisation's greenhouse gas risk exposure.

4. **Stakeholders** Key stakeholders deem the emissions from a particular source are relevant.

5. **Outsourcing** The emissions are from outsourced activities previously undertaken within the organisation's boundary, or from outsourced activities typically undertaken within the boundary for comparable organisations.

N/A – no emission sources have been excluded from the emissions boundary in this reporting period.

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