PUBLIC DISCLOSURE STATEMENT

SCHRAMM GROUP PTY LTD

ORGANISATION CERTIFICATION
FY2023–24

Australian Government

Climate Active
Public Disclosure Statement

An Australian Government Initiative

NAME OF CERTIFIED ENTITY	Schramm Group Pty Ltd
REPORTING PERIOD	1 July 2023 – 30 June 2024
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.* 
	Name of signatory: David John Schramm Position of signatory: Managing Director Date: 16/12/2024

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

Version 9.

1.CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	3,113.13 tCO_2-e
CARBON OFFSETS USED	100% VCUs
RENEWABLE ELECTRICITY	100%
CARBON ACCOUNT	Prepared by: Environmental Resources Management
TECHNICAL ASSESSMENT	Next technical assessment due: September 2026

Contents

2. CERTIFICATION INFORMATION

Description of organisation certification

This certification covers the whole of Schramm Group's business operations. This Public Disclosure Statement includes information for FY2023-24 reporting period and has been developed in accordance with the Climate Active Carbon Neutral Standard for Organisations.

Organisation description

Schramm Group (ABN is 40 153 061 584) operates under the trading name Schramm Group Pty Ltd and is a traffic management and safety company working across traffic control, traffic management planning, traffic engineering, risk management, safety solutions, infrastructure services and incident response. Schramm Group also conducts traffic surveys, data collection and road safety audits.

The organisational boundary has been defined based on an operational control approach. The following facilities are included in the emissions boundary:

- Office – 60 Northlink Place, Virginia (QLD),
- Office – Unit 1 & 2/60 Northlink Place, Virginia (QLD)
- Office – 4/33-47 Fred Chaplin Cct, Corbould Park (QLD)
- Depot – Units 2 & 3/10 Enterprise Street, Molendinar (QLD).
- Depot - Unit 6/11 Gardner Ct Wilsonton (QLD)
- Warehouse – 23 West Place, Virginia (QLD)
- Storage - Lot 5, 4 Computer Road, Yatala (QLD)

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

Electricity

Land and Sea Transport (fuel)

Land and Sea Transport (km)

Office equipment & supplies

Waste

Water

Non-quantified

N/A

Outside emission boundary

Excluded

Capital goods

4.EMISSIONS REDUCTIONS

Emissions reduction strategy

Schramm Group is committed to securing a sustainable future and playing our part in reducing our greenhouse gas emissions.

As a provider of a wide range of traffic and safety solutions that involve vehicular travel, our primary emissions source is fuel associated with fleet vehicles. Other emissions sources include electricity from buildings, and waste. Over the medium-long term, we have committed to reduce total emissions across our business operations by 30% by 2030 compared to our base year FY2020. To help achieve this emissions reduction target, we have set several internal targets and commitments which we have outlined below. While we acknowledge that the biggest impact is to be had by reducing our primary emissions sources such as fleet fuel use and employee commuting, we will continue to investigate and implement additional emissions reduction measures to further decrease our carbon footprint across our business.

Our **medium to long-term** emissions reduction targets and commitments include**:**

- Reducing emissions from our vehicle fleet by 30% by 2030 (from a FY2020 base year). When procuring fleet vehicles, we are committed to seeking the most fuel-efficient fit-for-purpose vehicles on the market. This includes electric and hybrid vehicles wherever practically and economically viable, however we acknowledge that there is currently limited availability of hybrid and electric vehicles in Australia. Therefore, there is potential scope for retrofitting current vehicles with electric battery and/or drive systems.

- Reducing emissions from waste generated across our facilities by targeting a 10% reduction in waste generated each year over the next 5 years by implementing waste reduction and diversion strategies.

- Reducing our emissions from office equipment & supplies (office paper) for example by switching to Climate Active certified paper products.

- Further reducing emissions from electricity consumption across our facilities by replacing current lighting with more energy efficient solutions and improving the efficiency of heating and cooling systems. All office spaces have been switched over to LED lighting for energy efficiency. Warehouse lighting is in the process of undergoing quotes for new high efficiency bulbs.

Our **immediate and ongoing emissions** reduction measures include the following:

- Fuel efficiency measures: All our traffic control vehicles have Euro 5 compliant diesel engines, delivering greater fuel efficiency when compared with petrol alternatives. Our vehicles are maintained and serviced regularly to ensure the most efficient use of fuel. Our vehicles are also fitted with GPS software to monitor engine management and driver behaviour including idle times and harsh acceleration, helping our team to drive with greater fuel efficiency and lower environmental impact.

- All traffic control vehicles are fitted with dual batteries and on-board charging system to enable our vehicles to operate their warning lights constantly without requiring the engine to be idling.

- We have implemented an electronic tablet system to reduce paper use and wastage. All personnel now submit records via this application. We will continue to innovate and incorporate technology to reduce emissions.

- We continue to procure 100% GreenPower at our facilities and will procure 100% GreenPower at any future office locations too.

Emissions reduction actions

In FY24 we continued actions to progress against our carbon emissions reduction plan:

- For plastic reduction, continued use of water cooler dispensers throughout all offices to encourage the use of refillable bottles. This provides an alternative to purchasing plastic bottles, and as such, we have reduced plastic waste in our offices.
- Enabling energy saving modes on all applicable devices to reduce electricity consumption.
- Continue ensuring paper is properly recycled where possible to avoid landfill waste and associated emissions.
- Continue encouraging all staff members to implement emission reductions strategies in their homes and personal life.
- We actively recycled rubber and steel materials used in our warehouse, minimising unnecessary waste and associated emissions.

We will continue to adhere and refine our existing reduction strategy; as well as implement new actions to optimally reduce emissions.

5.EMISSIONS SUMMARY

Emissions over time

Emissions since base year			
		Total tCO_2-e (without uplift)	**Total tCO_2-e** (with uplift)
Base year:	2019–20	1,692.91	N/A
Year 1:	2020–21	1,964.38	N/A
Year 2:	2021–22	2,220.99	N/A
Year 3	2022-23	2,387.51	N/A
Year 4	2023-24	3,113.13	N/A

Significant changes in emissions

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	2120.37	2463.35	Increased transport diesel usage due to business growth in FY24.
Large Car: unknown fuel	134.22	426.63	This was previously captured under 'Petrol: Medium Car'. This change is deemed to be more reflective of Schramm's business operations.

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

N/A.

Emissions summary

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

Emission category	Scope 1 emissions (tCO_2-e)	Scope 2 emissions (tCO_2-e)	Scope 3 emissions (tCO_2-e)	Total emissions (t CO_2-e)
Accommodation and facilities	0.00	0.00	0.00	0.00
Cleaning and chemicals	0.00	0.00	0.00	0.00
Climate Active carbon neutral products and services	0.00	0.00	0.00	0.00
Construction materials and services	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00
Food	0.00	0.00	0.00	0.00
Horticulture and agriculture	0.00	0.00	0.00	0.00
ICT services and equipment	0.00	0.00	0.00	0.00
Machinery and vehicles	0.00	0.00	0.00	0.00
Office equipment and supplies	0.00	0.00	4.58	4.58
Postage, courier and freight	0.00	0.00	0.00	0.00
Products	0.00	0.00	0.00	0.00
Professional services	0.00	0.00	0.00	0.00
Refrigerants	0.00	0.00	0.00	0.00
Roads and landscape	0.00	0.00	0.00	0.00
Stationary energy (gaseous fuels)	0.00	0.00	0.00	0.00
Stationary energy (liquid fuels)	0.00	0.00	0.00	0.00
Stationary energy (solid fuels)	0.00	0.00	0.00	0.00
Transport (air)	0.00	0.00	0.00	0.00
Transport (land and sea)	2,027.80	0.00	969.50	2997.29
Waste	0.00	0.00	106.62	106.62
Water	0.00	0.00	4.63	4.63
Working from home	0.00	0.00	0.00	0.00
Grand Total	**2,027.80**	**0.00**	**1085.33**	**3113.13**

Uplift factors

N/A.

6. CARBON OFFSETS

Eligible offsets retirement summary

Offsets retired for Climate Active certification

Type of offset unit	Quantity used for this reporting period	Percentage of total units used
Verified Carbon Units (VCUs)	3,114	100%

Project name	Type of offset unit	Registry	Date retired	Serial number	Vintage	Total quantity retired	Quantity used in previous reporting periods	Quantity banked for future reporting periods	Quantity used for this reporting period	Percentage of total used this reporting period
Chongqing Longshui 8MW Hydro Power Project	VCU	Verra Registry	13/12/2024	10172-190881439-190882728-VCS-VCU-291-VER-CN-1-667-01012013-31122013-0	2013	1290	0	0	1290	41.42%
Wind Power Project at Anthiyur, Tamil Nadu	VCU	Verra Registry	13/12/2024	15532-699777865-699778876-VCS-VCU-997-VER-IN-1-682-01092021-31122021-0	2021	1012	0	0	1012	32.49%
Liucheng Biomass Power Generation Project in Guangxi Zhuang Autonomous Region, China	VCU	Verra Registry	13/12/2024	7295-383880345-383881356-VCU-034-APX-CN-1-1824-01012016-31122016-0	2016	1012	0	200	812	26.07%

Co-benefits

N/A.

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	106,550	0	89%
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)	22,446	0	19%
Residual Electricity	-9,094	-8,275	0%
Total renewable electricity (grid + non grid)	**128,996**	**0**	**108%**
Total grid electricity	**119,902**	**0**	**108%**
Total electricity (grid + non grid)	**119,902**	**0**	**108%**
Percentage of residual electricity consumption under operational control	100%		
Residual electricity consumption under operational control	**-9,094**	**-8,275**	
Scope 2	-8,094	-7,366	
Scope 3 (includes T&D emissions from consumption under operational control)	-999	-909	
Residual electricity consumption not under operational control	**0**	**0**	
Scope 3	0	0	

Total renewables (grid and non-grid)	**107.58%**
Mandatory	**18.72%**
Voluntary	**88.86%**
Behind the meter	**0.00%**
Residual scope 2 emissions (t CO_2-e)	**-7.37**
Residual scope 3 emissions (t CO_2-e)	**-0.91**
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**0.00**
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**0.00**
Total emissions liability (t CO_2-e)	**0.00**

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)**
ACT	0	0	0	0	0	0
NSW	0	0	0	0	0	0
SA	0	0	0	0	0	0
VIC	0	0	0	0	0	0
QLD	119,902	119,902	87,529	17,985	0	0
NT	0	0	0	0	0	0
WA	0	0	0	0	0	0
TAS	0	0	0	0	0	0
Grid electricity (scope 2 and 3)	**119,902**	**119,902**	**87,529**	**17,985**	**0**	**0**
ACT	0	0	0	0		
NSW	0	0	0	0		
SA	0	0	0	0		
VIC	0	0	0	0		
QLD	0	0	0	0		
NT	0	0	0	0		
WA	0	0	0	0		
TAS	0	0	0	0		
Non-grid electricity (behind the meter)	**0**	**0**	**0**	**0**		
Total electricity (grid + non grid)	**119,902**					

Residual scope 2 emissions (t CO_2-e)	**87.53**
Residual scope 3 emissions (t CO_2-e)	**17.99**
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**87.53**
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**17.99**
Total emissions liability	**105.51**

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	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.

Excluded emissions sources summary

Emission sources tested for relevance	Size	Influence	Risk	Stakeholders	Outsourcing	Justification
Capital goods (non-vehicles)	N	Y	N	N	N	**Size:** The emissions source is likely to be low compared to the total emissions from electricity, stationary energy, and fuel emissions. **Influence:** Despite having influence on capital goods (non-vehicles), no other criteria is deemed relevant. **Risk:** There are no relevant laws or regulations that apply to limit emissions specifically from this source, the source does not create supply chain risks, and it is unlikely to be of significant public interest. **Stakeholders:** Key stakeholders, including the public, are unlikely to consider this a relevant source of emissions for our business. **Outsourcing:** N/A - the purchase of capital goods (non-vehicles) is not an outsourced activity.
Capital goods (vehicles)	Y	N	N	N	N	**Size:** While capital goods (vehicles) is assumed to be a relatively large emissions source compared to the total emissions from electricity, stationary energy, and fuel emissions, it is deemed relevant for the other criteria. **Influence:** We do not have the potential to influence the emissions from this source, including by shifting to a different lower-emissions supplier for our business. **Risk:** There are no relevant laws or regulations that apply to limit emissions specifically from this source, the source does not create supply chain risks, and it is unlikely to be of significant public interest. **Stakeholders:** Key stakeholders, including the public, are unlikely to consider this a relevant source of emissions for our business. **Outsourcing:** N/A - the purchase of capital goods (vehicles) is not an outsourced activity.

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