PUBLIC DISCLOSURE STATEMENT

AUSTRAL FISHERIES PTY LTD

PRODUCT CERTIFICATION

CY2025

Australian Government

Climate Active
Public Disclosure Statement

AUSTRAL

An Australian Government Initiative

Climate Active

NAME OF CERTIFIED ENTITY	Austral Fisheries Pty Ltd
REPORTING PERIOD	1 January 2025 – 31 December 2025 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.*  David Carter CEO 09/04/26

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

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Version 11.

1. CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	34,924 tCO_2-e (100% within organisation PDS)
CARBON OFFSETS USED	100% CERs
RENEWABLE ELECTRICITY	53.11%
CARBON ACCOUNT	Prepared by: Austral Fisheries
TECHNICAL ASSESSMENT	April 2026 (CY2025) Pangolin Associates Next technical assessment due: CY 2028 report

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2. CERTIFICATION INFORMATION

Description of product certification

This product certification is for our seafood products (diagram page 7) – that being all of the wild caught seafood that we catch ourselves, from ocean to plate (this includes our southern ocean fleet[1], northern prawn fleet, and northern fish fleet). We have chosen to also certify, from ocean to plate, the seafood that the organisation has purchased as part of our branded portfolio (this includes prawns and octopus).

- Functional unit: '1 t seafood landed' for our southern ocean and northern fish fleet; and
  '1 sea day' for our northern prawn fleet
- Offered as: full coverage product
- Life cycle: cradle-to-retail shelf

The responsible entity for this product certification is Austral Fisheries Pty Ltd, ABN 71 008 989 982

This Public Disclosure Statement includes information for CY2025 reporting period.

Description of business

Austral Fisheries is Australia's leading integrated commercial fishing company, bringing high quality, sustainably caught seafood products to customers around the world for over 50 years.

Austral's fleet consists of 18 vessels ranging from toothfish and icefish fisheries in the sub-Antarctic; to tropical reef fish and prawn fisheries across northern Australia.

We have certified the entire operational footprint of our organisation (refer organisation PDS) and we do so on a calendar year basis, using operational control to set our organisation boundary. We would highlight that given our product footprint sits entirely within our organisational footprint, that much of the detail described in this report is the same as our organisation PDS.

Austral's premium, wild-caught brands include *Glacier 51 Toothfish*, *Heard Island Icefish*, *Skull Island Tiger Prawns, Karumba Banana Prawns*, and *Mermaid Shoal Goldband Snapper*. It is through these brands that Austral shares its stories. Customers can trace the journey of Austral's brands and the seafood they buy, back to the source by utilising the unique supply chain traceability technology provided by OpenSC, who Austral have partnered with since 2019.

The certification is considered cradle to gate, up to the point of purchase by the end consumer, as we wanted to give the consumer the confidence their purchase was certified carbon neutral all the way up to the point of final sale.

For more on Austral Fisheries, its brands, and their incredible stories, head to www.australfisheries.com.au.

[1] Note that our southern ocean fleet utilises Port Louis, Mauritius, while our vessels are in port for short periods, and electricity use at the shipyard is therefore included in the emissions boundary.

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 'attributable processes' of a product or service. These attributable processes are services, materials and energy flows that become the product or service, make the product or service and carry the product or service through its life cycle. These attributable emissions have been quantified in the carbon inventory.

Non-quantified emissions have been assessed as attributable 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.

Attributable emissions sources can be **excluded** from the carbon inventory but still considered as part of the emissions boundary if they meet **all three of the below criteria**. An uplift factor may not necessarily be applied.

1. A data gap exists because primary or secondary data cannot be collected **(no actual data).**
2. Extrapolated and proxy data cannot be determined to fill the data gap (**no projected data**).
3. An estimation determines the emissions from the process to be **immaterial (less than 1% of emissions**).

Outside the emissions boundary

Non-attributable emissions have been assessed as not attributable to a product or service. They can be listed as outside of the emissions boundary (and are therefore not part of the carbon neutral claim). Further detail is available at Appendix D.

Inside emissions boundary

Quantified

Water

Electricity

Spotter plane

Bait

Refrigerant gas

Direct and embodied emissions in fuels and oils

Embodied emissions in vessel supplies

Cold storage

Seafood processing

Restaurant/retail use

Upstream and downstream freight

Non-quantified

Combustible workshop gases

Direct and indirect emissions from greases

Wharf-side sea container electricity

Excluded

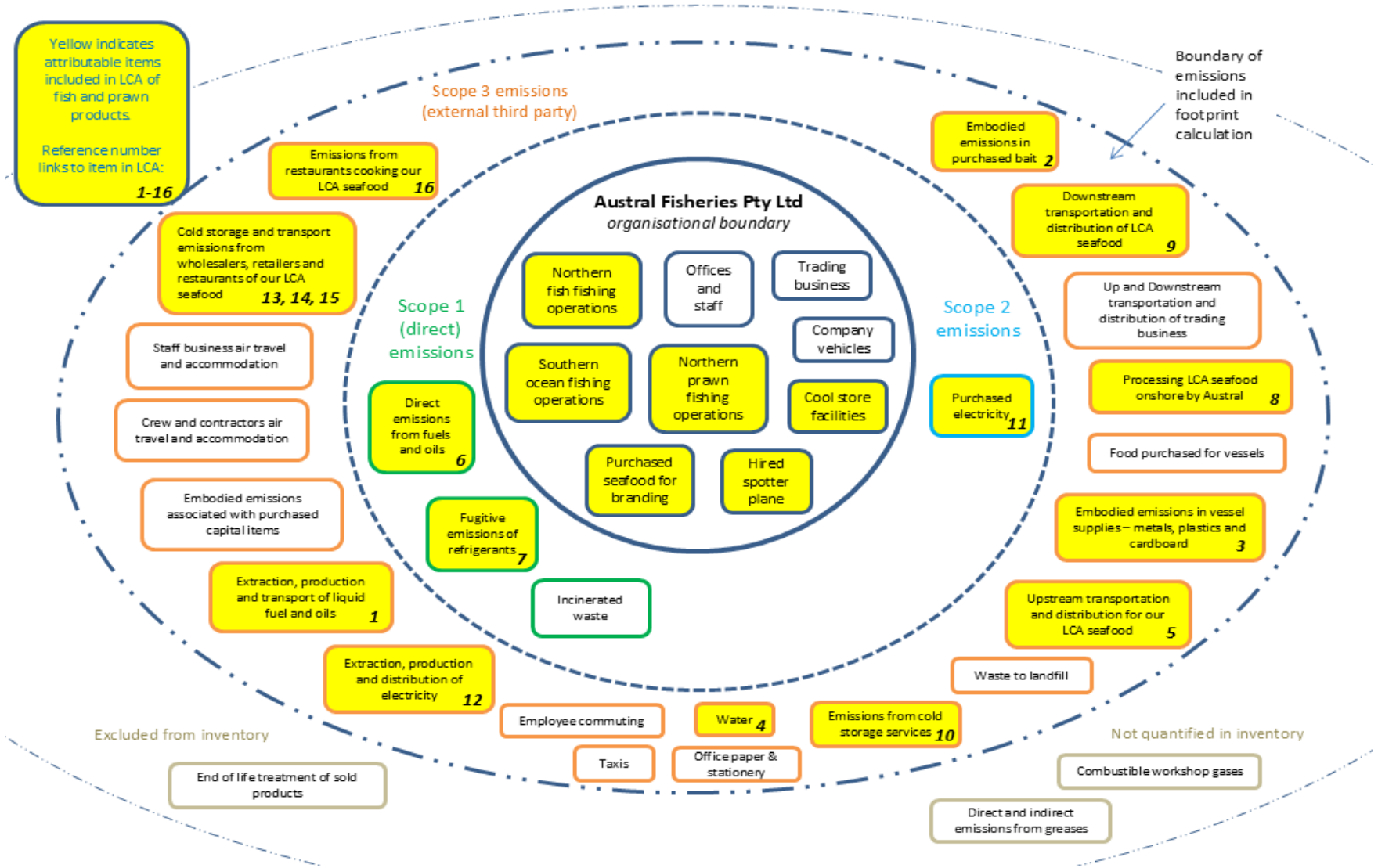
N/A

Outside emission boundary

Non-attributable

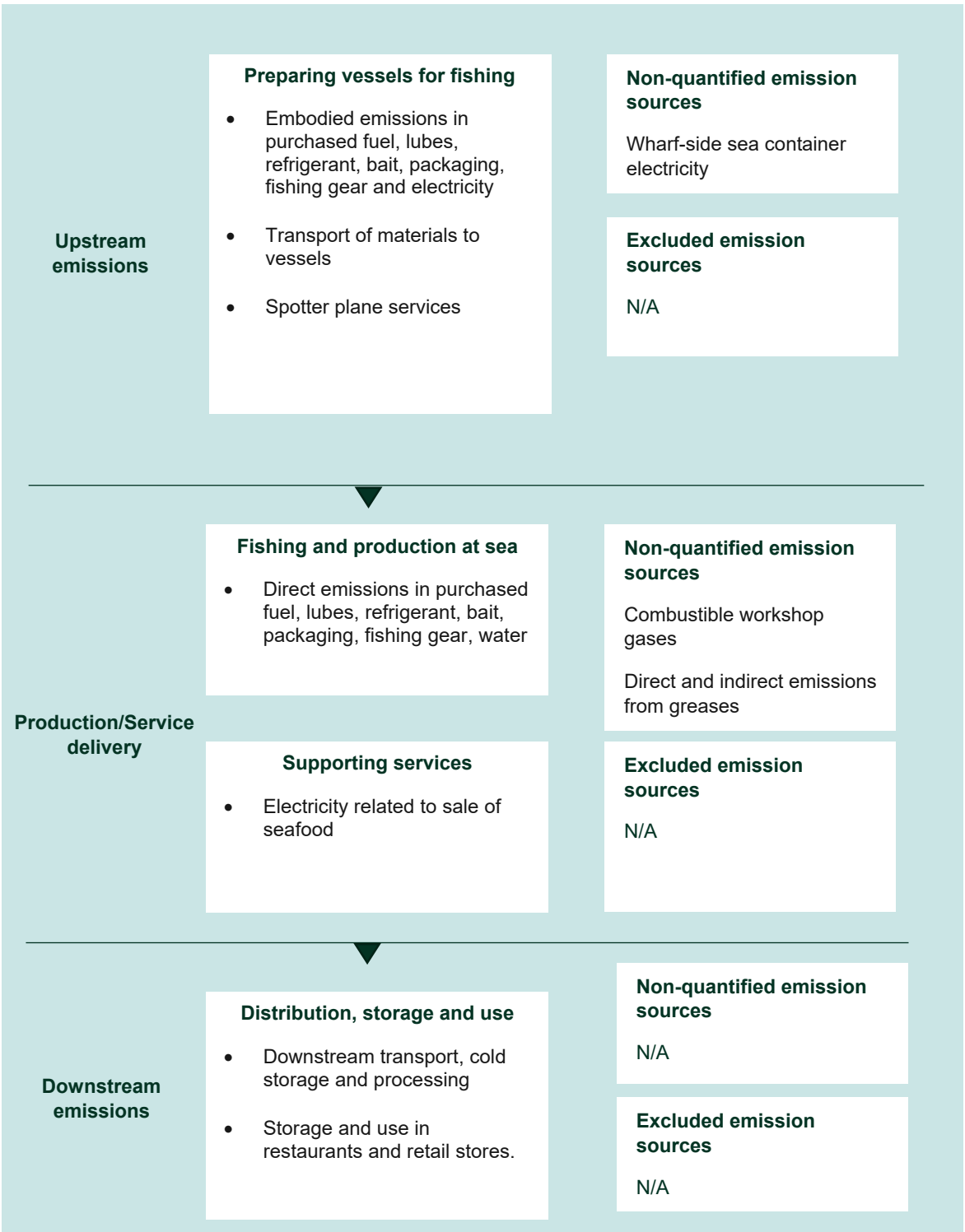
End of life treatment of sold products

Diagram of the product emissions boundary



Product process diagram

Cradle-to-retail shelf boundary



4. EMISSIONS REDUCTIONS

Emissions reduction strategy

Our decision to become certified as Carbon Neutral as an organisation, and extend that to our products, is a direct result of our aim to do our bit to ensure a sustainable, healthy environment for the marine resources and seafood products that we rely upon for our livelihoods. Our vision is to increase the efficiency of our operations (relative to carbon emissions) as far as possible; to reduce our carbon emissions wherever we can; and to fully offset remaining emissions.

We acknowledge up front that our industry is in a challenging position to demonstrably decrease total emissions due to the reliance on fossil fuels to run fishing vessels. Any meaningful emissions reductions in a complex business that relies so heavily on expensive, long-term assets such as fishing vessels, will not happen overnight, and we acknowledge that this will be an ongoing journey for us.

We are undertaking significant work and leading the way in Australia in our industry to reduce diesel burn across our fishing fleets, but in our opinion, putting a time bound and quantitative target on fuel reduction across our entire fleet at this point in time would be simply an uneducated guess, given there is no commercially viable options available that would significantly reduce our emissions. Of course, we will continue to outline the progress we are making in this space, but there is no instant fix. In saying that, we are looking toward the future and investing in energy efficiency modifications to our vessels that will result in modest fuel savings, as well as investing in pilot research programs that will help us in this regard as much as practicable.

Due to the unique differences between our three fishing fleets, we will measure the emissions reductions in different ways. For our prawn fleet, the functional unit is 't CO_2-e / sea day' (more on this in section 5). Our Southern Fish and Northern Fish fleets are 't CO_2-e / t product landed'.

In addition to the actions already taken, outlined in Emissions Reductions Actions, below, our specific Emissions Reduction Strategy for 2026 onwards includes:

- To reduce the overall emissions related to refrigerant gases in our prawn fleet:
    - This is a complex issue. We are required to transition away from the ozone depleting R22 gas, and this has caused a significant increase to our carbon footprint in this area of the business in recent years. Due to the types and advanced age of the refrigeration units on board, and the types of gases that can be used as replacements for R22 in these units, we are required to shift to gases that are kinder to the ozone layer, but have a higher Global Warming Potential.

      Unfortunately, calendar year 2023 saw our largest emissions to date in this area of the business. While at the end of 2021 we undertook an investigation into the issue, with key recommendations that were actioned, including upgrading the oldest refrigeration systems and gage panels, and improved engineer training and procedures, gas leaks are still occurring due to a variety of issues. Our engineering team uses each loss event as a learning exercise to try to avoid repeat failures and new procedures were developed for the 2024 season. Positively, we saw a 23% decrease in the amount of refrigerant gas lost in 2024 compared to 2023, but disappointingly 2025 saw a 10% increase in the volume of refrigerant gas loss compared to 2024.

      As of 2023, we had transitioned all prawn vessels away from R22 gas. While the initial replacement, R507A, ticked boxes in terms of performance, its GWP is too high (3985). Between 2021-22 we then began transitioning some vessels toward R438A (GWP 2265), and from 2023, after further trials, began introducing R448A (GWP 1273) as the 'best case' replacement. While these gases have considerably lower GWPs than R507A, unfortunately their performance is not comparable, so we are having to use a

higher volume of gas to perform the same job – however our emissions will still be lower overall. This was the case in 2025, where even though volume of losses increased by 10%, emissions associated with those losses dropped by 18%.

We have stated that we are aiming, by 2030, to reduce our 2018 baseline refrigerant gas emissions on prawn vessels by 50%. i.e. from 5,575 t to 2,787 t CO_2-e annually. We are committed to this and we will continue to look for the best gas option for our situation that will provide us the required performance, with a low GWP, and at the same time improve operating procedures to reduce losses in the first place.

Last year we stated that by the end of 2025 we were aiming to have 10 of our 11 vessels converted away from R507A, and over the next couple of years, for those 10 vessels all to be using R448A, to significantly help us move toward our 2030 goal. Pleasingly, this was achieved with 10 of 11 vessels now having moved away from R507A, and 7 of those 10 now using the lower GWP R448A.

- Continue to investigate and improve fuel efficiency within our fleets, to ultimately reduce the emissions associated with fuel consumption and transition to alternate fuels:
    - With this in mind, in 2022 we co-invested in the Fisheries Research and Development Corporation project, *Climate Resilient Wild Catch Fisheries*. This project outlined the impending need for the fishing industry to reduce GHG emissions by 2030. Over 8 months, the project evaluated alternative fuels' potential to cut emissions, recognising challenges in regulatory stimulus and incomplete research. Among numerous options, certain solutions emerged, while others like ammonia and liquid hydrogen faced constraints. The analysis prioritised solutions based on maturity and industry suitability. Economic assessments underscored the significance of fuel prices in shaping viability. The report introduces the "energy transition paradox," emphasising incremental positive steps toward change. Scenarios and roadmaps were crafted, identifying renewable diesel and battery/electric outboards as short-term solutions, while green methanol and emissions capture show promise for the medium term. It is important to note that these potential solutions will not be suitable for all operations and those fisheries with long duration trips will be the hardest challenge.

      Stemming from this work, in 2025 we signed up one of our prawn vessels to a pilot program, Hy-Boost, which integrates hydrogen-assisted combustion technology to improve fuel efficiency in maritime vessels. At this stage the project proponents are waiting for Australia's Maritime Safety Regulator, AMSA, to approve the trials.

    - 2025 saw the completion of our new vessel the Austral Odyssey, which will join our southern ocean fleet. We intend for this vessel to achieve more efficient operations (t CO_2-e / t product landed) than the vessel it has replaced. The vessel design has also looked to the future with additional fuel capacity for supplementing green methanol when economic conditions make this feasible. The vessel also uses Ammonia in its refrigeration plant, where as the previous vessel still used R22.

- Continue to communicate the policy and approach of our "Carbon Neutral" pledge to all employees, contractors, suppliers, and industry peer groups in an endeavour to gain their support for devising mechanisms to lower the carbon emission footprint of Austral Fisheries, and as a consequence, the industry as a whole;

- Continue to use our brands to communicate with, and educate consumers about the power of choice in accelerating a business response to climate action;

- Working with our business partners and wholesale/retail/restaurant customers to encourage them to help us continue our Carbon Neutral story through to the end consumer. Our partnership with OpenSC now allows customers to scan a QR code on our packaging to trace the journey the seafood they buy back to source, and the hear stories of our brands by utilising this unique supply chain traceability technology;

- Public acknowledgement that the seafood industry can be a leader in the transition to the low emission economy through technological advancements, as well as being responsible stewards for the marine sector;

- Continue to work with Australian government regulators and agencies such as the Australian Fisheries Management Authority, the Australian Antarctic Division, the Commonwealth Scientific and Industrial Research Organisation, and the Australian Maritime Safety Authority to work towards making our operations more emissions efficient, while not compromising safety or operational efficiency;

    - In 2025 we successfully lobbied for additional offal dumping zones in our Heard Island fishery, so that our vessels did not need to steam as far to dump offal.

    - In 2025 we successfully lobbied for the difficult decision to reduce the value of gear quota units in our prawn fishery. This stems from a very unprofitable fishery over the last several years (first COVID impacts, then stagnant prawn prices, and rising costs). The solution in our eyes was to reduce the number of vessels on the water so that those remaining could have a larger share of the catch and make more efficient use of their vessels. This quota value change will not take place until mid-2026, but we expect this to significantly improve our functional unit of t CO_2-e / sea day.

- Continue to encourage our suppliers to provide lower carbon emission goods and services;

- Continue to work with stakeholders in the carbon neutral certification sphere to progress an international offset standard, or international alignment of domestic offset standards, so that certified carbon neutral companies can reduce costs involved with offsetting their scope 3 emissions.

We will review, evaluate, refine and report on our Emissions Reduction Strategy following the end of calendar year 2026.

Emissions reduction actions

The table below shows the emissions reductions measures that have been completed or are currently underway at Austral Fisheries.

Year completed	Emission source	Emission reduction measure	Scope	Status	2025 reduction t CO_2-e
2016	Paper	Moved to Climate Active certified paper for all offices. However, Climate Active certified paper no longer available	3	Complete	-
2017	Perth office electricity	We switched all lights in our Perth office to LED in August 2017.	2, 3	Complete	5.8t
2018	Litres of diesel per kg of prawn caught	2018 was the first year of operation for the newly constructed prawn trawler, *Austral Hunter*. Since that time, it has performed 0.3L/kg prawn more efficiently than the average across 3 remaining vessels that are comparable to the replaced vessel.	1, 3	Complete. Results will vary year to year due to availability of prawns.	Not applicable, but an improvement in emissions intensity has been achieved.
2019 and 2025	Litres of Marine Gasoil	We successfully lobbied for the further modification of our offal dumping regulations which allows us to reduce fuel consumption and increase available fishing time by not having to steam as far to dump offal. In 2025 we saved 5,563 L of fuel by utilizing this rule.	1, 3	Complete, but results will vary year to year	20t
2020 and 2025	Litres of Marine Gasoil per kg of fish caught	In 2020 we completed the construction of a fishing vessel for the Southern Ocean that is the first of its kind; a triple-purpose electric-hybrid vessel with a propulsion system that can be manipulated according to the operating mode being utilised at the time. The vessel also uses Ammonia as a refrigerant gas with a GWP of zero. The battery bank provides peak shaving capacity and reduces the fuel required alongside to run the genset. In 2025 we built another southern ocean vessel, with similar efficiency traits. In addition, this vessel can stay at sea for longer periods, turning a 3 trip season into a 2 trip season (saving 20 days of steaming per year). The vessel design also looked to the future with additional fuel capacity for supplementing green methanol when economic conditions make this feasible.	1, 3	Complete. Results will vary year to year pending fish availability	
2021	Litres of	Main engine replacement on prawn trawler, *Shearwater*, showed an	1, 3	Ongoing.	

	diesel	approximate 5% saving in fuel in the first two years.			
2019-24	Litres of diesel	Engineering modifications and operational changes to increase fuel efficiency for prawn vessels, including the addition of solid stabilisers (2019-2020), changes in propellor pitch, new propellors, and new main engines (2021-2022). In 2023-24, fuel savings stemmed from behavioural changes – reducing load on freezers/compressors where possible and prioritizing fishing grounds closer to port when practical to minimize fuel consumption.	1, 3	Ongoing.	Too hard to quantify when factoring in so many variables in vessel operations
2021-25	Refrigerant gas loss	In 2021 we began switching our prawn vessels from R507A gas to the lower GWP, R438A, and now on to the even lower R448A. Now, 10 of 11 vessels are equipped with either R438A or R448A. In 2025 we had losses (i.e. emissions savings) associated with 225kg of R438A and 1512kg of R448A rather than the higher GWP R507A.	1, 3	Ongoing.	4488t
2024-25	Office electricity	Since 2024 we have purchased renewable electricity in the form of LGCs to offset 100% of electricity usage from our 3 main offices.	1, 2	Ongoing.	39t
Total emission reductions achieved in this reporting period					**4,553 t CO_2-e**
Cumulative emission reductions achieved since becoming carbon neutral in 2016					**25,954 t CO_2-e**

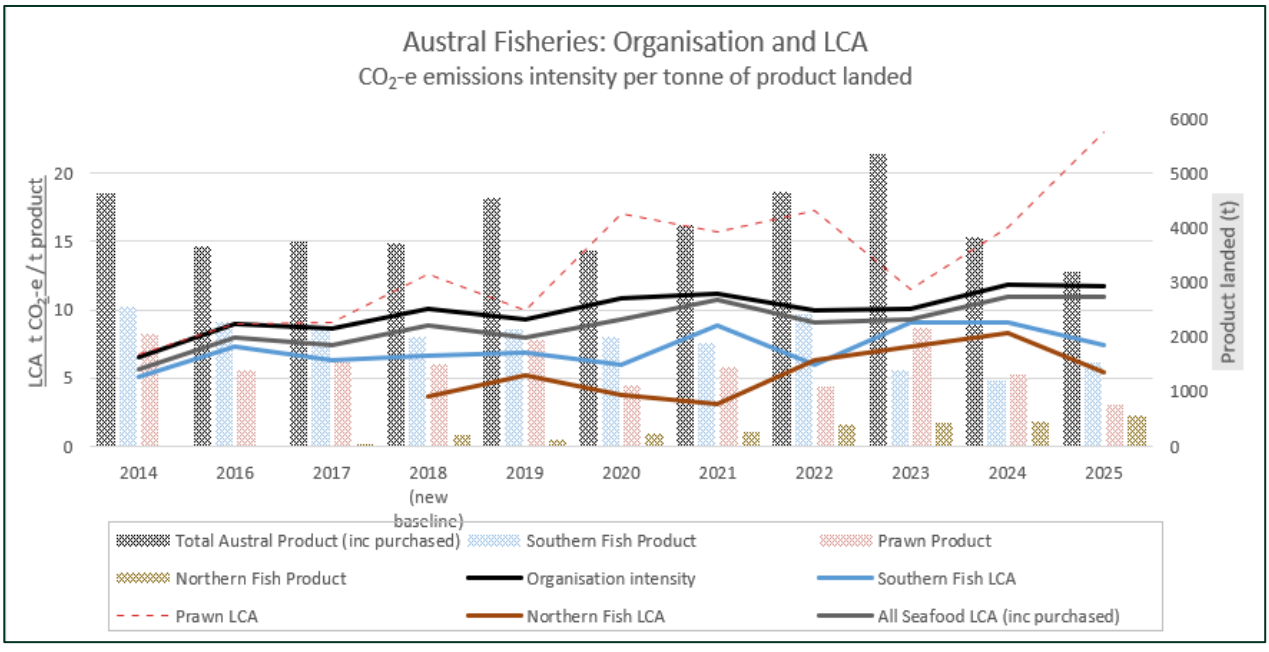
5.EMISSIONS SUMMARY

Emissions over time

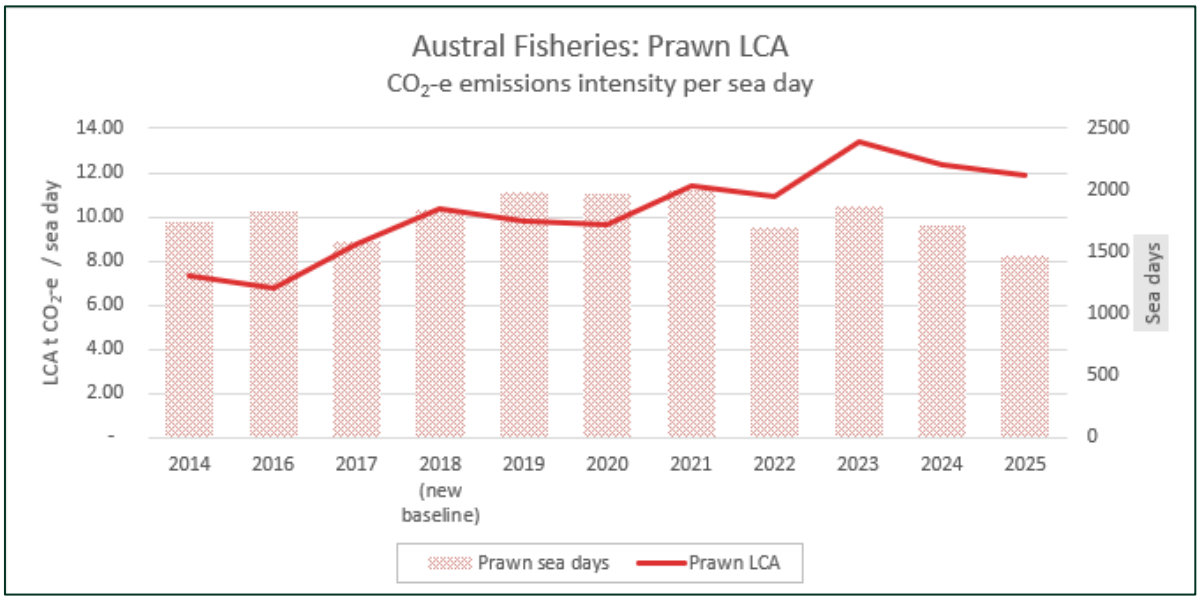
Emissions since base year			
		Total tCO_2-e	Emissions intensity of the functional unit
Base year:	2014	29,111	5.60 t CO_2-e / t product
Year 1:	2016	32,619	7.91 t CO_2-e / t product
Year 2:	2017	32,225	7.43 t CO_2-e / t product
Year 3:	2018 (revised baseline)	37,257	8.89 t CO_2-e / t product
Year 4:	2019	42,091	7.93 t CO_2-e / t product
Year 5:	2020	38,636	9.34 t CO_2-e / t product
Year 6:	2021	45,278	10.69 t CO_2-e / t product
Year 7:	2022	46,497	9.07 t CO_2-e / t product
Year 8:	2023	49,906	9.31 t CO_2-e / t product
Year 9:	2024	45,461	10.98 t CO_2-e / t product
Year 10:	2025	37,163	10.97 t CO_2-e / t product

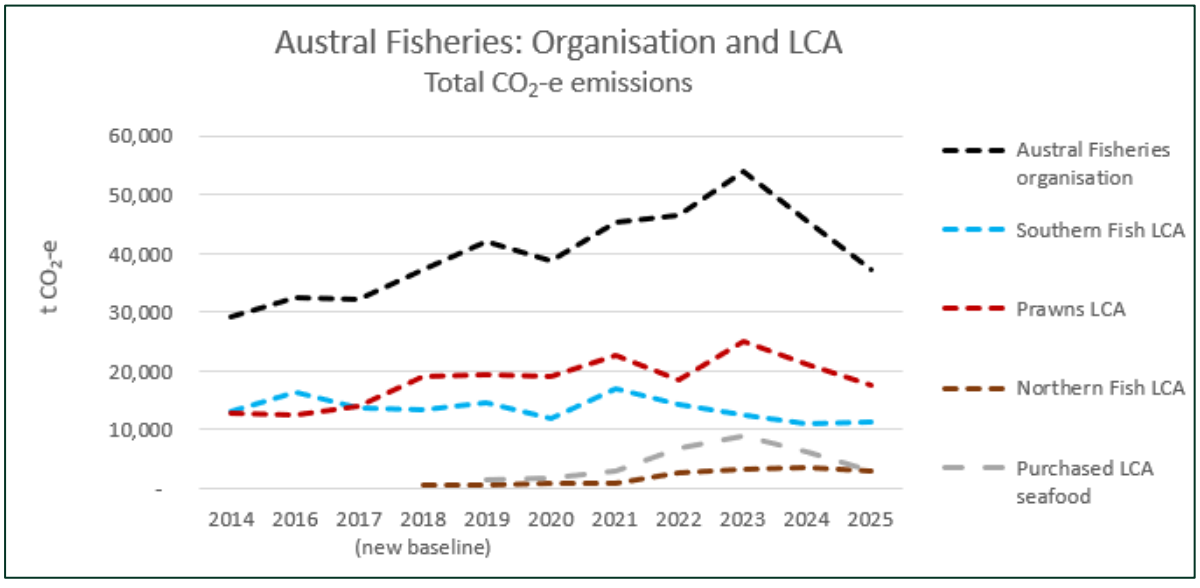
*Note the 'Total t CO_2-e' listed above are our total organisation emissions. The 'Emissions intensity' column covers the entire seafood range that is certified under Climate Active, including our prawn fleet which we have separated out below, and the purchased and branded seafood. A more detailed breakup between Austral's separate fishing fleets is covered below.

The below graph shows a breakdown of the different parts of our business and the emissions intensity of each. Line graphs (primary y-axis) represent emissions intensity per tonne of product landed. Bar graphs (secondary y-axis) shows tonnes of product landed.



As mentioned earlier, we measure our emissions intensity for our prawn fleet differently than our other fleets, now examining it by sea days instead of per tonne of product landed. This is shown below. Note we have kept the former functional unit in the above figure (prawn LCA dotted red line) for comparative purposes. The reason for changing the way we measure emissions intensity for prawns is due to the highly variable nature of prawn catches from year to year, which is due to prevailing environmental conditions each year (namely rainfall over the wet season). Due to this, even though emissions from the prawn fleet remain relatively stable (see below), the emissions intensity moves inversely with catch. Given our days at sea for this fleet are relatively stable between seasons, and the main driver of our emissions stems from time at sea, it makes sense for us to make this change.





We would also like to make mention of our increased amount of 'purchased seafood' that falls under our LCA. Specifically, this includes prawns and octopus. We purchase this seafood from other operators, and we account for all of the associated emissions of these products, like we would do for our own wild-caught products and offset these as part of our certification. By doing so, and by folding this seafood into our branded product portfolio, we are extending our seafood offering and story-telling ability to the end consumer, and at the same time, extending the amount of Australian seafood that is certified as carbon neutral.

Significant changes in emissions

Our overall emissions decreased by 22% in 2025. Included in this are areas we have reduced emissions with targeted actions, areas where we will always see some kind of natural variation due to the nature of our business, as well as areas that have higher emissions than we would like. The most significant emissions changes for calendar year 2025 are detailed below.

Significant changes in emissions			
Emission source	**Previous year emissions** ($t CO_2$-e)	**Current year emissions** ($t CO_2$-e)	**Reason for change**
Refrigerant gas (prawn fleet)	7,152	5,200	27% reduction due to shifting several more vessel across to a lower GWP gas.

Last year we advised that we may require a new baseline be calculated for the 2025 calendar year due to projected stability in the business, however in 2025 our northern fish fleet was significantly underbudget on vessel sea days due to unforeseen mechanical issues. We also reduced our fleet by one vessel. As mentioned previously in this document, 2026 will also see the first season of the new southern ocean vessel, as well as a significant change in our prawn fishery mid-year once gear quota value changes come into force. As such we suggest to not recalculate our baseline until the 2027 calendar year report.

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

N/A.

Emissions summary

Emissions inventory for Austral's carbon neutral seafood products is below. This includes Austral's three fishing fleets, as well as the purchased and branded seafood product caught by others but sold under the Austral banner. Note all these emissions are already included in the Organisation inventory. The electricity summary is available in Appendix B. Electricity emissions were calculated using a market-based approach.

Life cycle stage / Attributable process / Emission source	tCO_2-e
Electricity (market-based method, scope 2)	44.23
Electricity (market-based method, scope 3)	6.01
Air Freight (long haul)	211.19
Cargo Ship : Container ship	62.80
Refrigerant leakage	5199.98
Petroleum based oils	47.58
Fuel: gasoline - aircraft (avgas)	40.09
Diesel oil pre-2004	13755.14
Fuel oil	9625.71
Water supply and wastewater treatment	0.41
Upstream refrigerated sea transportation to fishing fleets	80.11
Upstream refrigerated road transportation to fishing fleets	26.19
Upstream road transportation to fishing fleets	36.87
Metal	490.92
Plastics	337.71
Cardboard	242.66
Emissions embodied in supply of southern fleet bait	136.85
Emissions embodied in supply of northern fleet bait	149.37
Wholesale to end-user emissions - Freight, Cold Storage, Cooking	249.32
LCA for purchased and branded seafood	3080.42
Cold Storage services	49.39
Onshore processing	1.53
Downstream refrigerated sea transportation of product	364.45
Downstream refrigerated road transportation of product	543.09
Downstream refrigerated air transportation of product	78.91
Disruptive Packaging (CaCO3+HDPE)	62.85
Attributable emissions (tCO_2-e)	**34,923.80**

Product offset liability					
	Prawns	**Fish (northern)**	**Fish (southern)**	**Purchased seafood**	**All certified carbon neutral seafood**
Emissions intensity per functional unit	11.90 t CO2-e / sea day	5.39 t CO_2-e / t seafood landed	7.40 t CO_2-e / t seafood landed	9.37 t CO_2-e / t purchased and branded seafood	**10.97 t CO_2-e / t seafood**
Emissions intensity per functional unit including uplift factors	N/A	N/A	N/A	N/A	**N/A**
Number of functional units covered by the certification	1471 days	572 t seafood landed	1520 t seafood landed	329 t purchased and branded seafood	**3,183 t seafood**
Total emissions (tCO_2-e) to be offset	17,504	3,085	11.255	3,080	**34,924**

6. CARBON OFFSETS

Given our product footprint sits entirely within our organisational footprint, information on our carbon offsets for 2025 calendar year can be found in our Organisation PDS.

7.RENEWABLE ENERGY CERTIFICATE (REC) SUMMARY

Given our product footprint sits entirely within our organisational footprint, information on our RECs for 2025 calendar year can be found in our Organisation PDS.

APPENDIX A: ADDITIONAL INFORMATION

Given our product footprint sits entirely within our organisational footprint, information on our carbon stapled credits for 2025 calendar year can be found in our Organisation PDS.

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 ($kgCO_2$-e)	Renewable percentage of total
Behind the meter consumption of renewable electricity generated	14,358	0	10%
Total non-grid renewable electricity	**14,358**	**0**	**10%**
LGC Purchased and retired (kWh) (including PPAs)	55,000	0	37%
GreenPower	0	0	0%
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)	23,914	0	16%
Residual Electricity	54,608	50,240	0%
Total renewable electricity (grid + non grid)	**93,272**	**0**	**63%**
Total grid electricity	**133,522**	**50,240**	**53%**
Total electricity (grid + non grid)	**147,880**	**50,240**	**63%**
Percentage of residual electricity consumption under operational control	100%		
Residual electricity consumption under operational control	**54,608**	**50,240**	
Scope 2	48,079	44,233	
Scope 3 (includes T&D emissions from consumption under operational control)	6,529	6,007	
Residual electricity consumption not under operational control	**0**	**0**	
Scope 3	0	0	

Total renewables (grid and non-grid)	**63.07%**
Mandatory	**16.17%**
Voluntary	**37.19%**
Behind the meter	**9.71%**
Residual scope 2 emissions (t CO_2-e)	**44.23**
Residual scope 3 emissions (t CO_2-e)	**6.01**
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**44.23**
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**6.01**
Total emissions liability (t CO_2-e)	**50.24**

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)**
QLD	32,425	32,425	23,022	3,243	0	0
NT	80,810	80,810	45,254	5,657	0	0
WA	20,287	20,287	10,346	1,217	0	0
TAS	0	0	0	0	0	0
Grid electricity (scope 2 and 3)	**133,522**	**133,522**	**78,622**	**10,116**	**0**	**0**
QLD	0	0	0	0		
NT	0	0	0	0		
WA	14,358	14,358	0	0		
TAS	0	0	0	0		
Non-grid electricity (behind the meter)	**14,358**	**14,358**	**0**	**0**		
Total electricity (grid + non grid)	**147,880**					

Residual scope 2 emissions (t CO_2-e)	**78.62**
Residual scope 3 emissions (t CO_2-e)	**10.12**
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**78.62**
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**10.12**
Total emissions liability	**88.74**

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

In our original baseline year calculation:

- Scope 1 emissions associated with use of petroleum-based greases were estimated to account for 0.04t CO_2-e, or approximately 0.0001 % of our organisation's emissions, and usage has not changed significantly since that time.
- Scope 1 emissions associated with use of combustible workshop gases were estimated to account for 0.5t CO_2-e, or approximately 0.002 % of our organisation's emissions, and usage has not changed significantly since that time.

Wharf-side sea container electricity is used for refrigerated sea containers for approximately 24-36 hours before they are loaded on to the container vessel to be shipped to our customers (scope 3 emission source). We have no data on energy usage for this source and deemed it to be negligible relative to the power usage and transport while at sea (usually 1-2 months).

The following emissions sources have been assessed as attributable, are captured within the emissions boundary, but are not measured (quantified) in the carbon inventory. These emissions are accounted for through an uplift factor. 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.

An uplift factor must be applied to account for emissions sources which are estimated to be material, but not practical to measure (such as no actual or projected data).

Relevant non-quantified emission sources	Justification reason
Petroleum based greases	Immaterial
Combustible workshop gases	Immaterial
Wharf-side sea container electricity	Immaterial

Data management plan for non-quantified sources

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

Excluded emission sources

Attributable emissions sources can be excluded from the carbon inventory, but still considered as part of the emissions boundary if they meet **all three of the below criteria**. An uplift factor may not necessarily be applied.

1. A data gap exists because primary or secondary data cannot be collected **(no actual data).**
2. Extrapolated and proxy data cannot be determined to fill the data gap (**no projected data**).
3. An estimation determines the emissions from the process to be **immaterial (less than 1% of emissions**).

If an emissions source is determined to be material (but does not have actual or projected data), it cannot be excluded and must be considered as a non-quantified emissions source.

Please provide justification regarding each excluded emissions source:

Emissions Source	No actual data	No projected data	Immaterial	Justification
N/A				

APPENDIX D: OUTSIDE EMISSION BOUNDARY

Scope 3 emissions associated with End-of-Life treatment of Austral caught seafood were excluded on the basis that this is outside of the scope of cradle-to-gate accounting. That being said, we have chosen to extend our boundary further downstream to include the seafood purchase by the end consumer; that being the inclusion of downstream transportation and cold storage by restaurants and retailers, as well as cooking by restaurants of our wild caught seafood product (this also includes the seafood that we have purchased and processed as part of our branded portfolio).

Non-attributable emissions have been assessed as not attributable to a product or service (do not carry, make or become the product/service) and are therefore not part of the carbon neutral claim. To be deemed attributable, an emission must meet two of the five relevance criteria. Emissions that do not meet two or more conditions of the relevance test can be assessed as non-attributable and therefore are outside the carbon neutral claim. Non-attributable emissions are detailed below.

1. **Size** The emissions from a particular source are likely to be large relative to other attributable emissions.

2. **Influence** The responsible entity could influence emissions reduction from a particular source.

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

4. **Stakeholders** The emissions from a particular source are deemed relevant by key stakeholders.

5. **Outsourcing** The emissions are from outsourced activities that were previously undertaken by the responsible entity or from outsourced activities that are typically undertaken within the boundary for comparable products or services.

Non-attributable emissions sources summary

Emission sources tested for relevance	Size	Influence	Risk	Stakeholders	Outsourcing	Justification
End-of-life treatment of sold products	N	N	N	N	N	**Size:** The emissions source is not likely to be large compared to the total emissions from electricity, refrigerant gas losses, procured materials, stationary energy and fuel emissions (48,174 t-CO_2-e). **Influence:** We do not have the potential to influence the emissions from this source. **Risk:** There are no relevant laws or regulations that apply to limit emissions specifically from this source. **Stakeholders:** Key stakeholders, including the public, are unlikely to consider this a relevant source of emissions for our business. **Outsourcing:** We have not previously undertaken this activity within our emissions boundary and comparable organisations do not typically undertake this activity within their boundary.



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