PUBLIC DISCLOSURE STATEMENT

RACING TEAM (AUST) PTY LTD

(TRADING AS DICK JOHNSON RACING)
ORGANISATION CERTIFICATION

CY2025

Australian Government

Climate Active
Public Disclosure Statement

An Australian Government Initiative

NAME OF CERTIFIED ENTITY	Racing Team (Aust) Pty Ltd (trading as Dick Johnson Racing)
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.*  Dr Ryan Story AM Executive Chairman 30 October 2026

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

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Version 11

1.CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	1,171 tCO_2-e
CARBON OFFSETS USED	100% VCUs
RENEWABLE ELECTRICITY	17.91%
CARBON ACCOUNT	Prepared by: Pangolin Associates Pty Ltd
TECHNICAL ASSESSMENT	Next technical assessment due: CY2026 report

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2. CERTIFICATION INFORMATION

Description of organisation certification

This organisation certification is for the business operations of Australian business operations of Racing Team (Aust) Pty Ltd, trading as Dick Johnson Racing. ABN 24 602 914 410.

This Public Disclosure Statement includes information for CY2025 reporting period.

Organisation description

Racing Team (Aust) Pty Ltd, trading as Dick Johnson Racing and Formula DJR. There are no child companies. ABN 24 602 914 410. An operational control approach was taken for this assessment.

Dick Johnson Racing (DJR) is an Australian success story, spanning more than 40 years, Australia's oldest and most successful professional motor racing team.

The success of DJR on the track is driven by what we do off the track:

- Innovation in engineering, technology and operations.
- Discipline and professionalism in our methods both on and off the track in an endless drive for greater efficiency.

A positive culture that focuses on success – something that all of our fans and supporters, our commercial partners, our drivers and technical team and all DJR employees and their families can share in.

It's not just winning on the track that matters. It is about being a well-run business that provides secure employment, contributes to the national economy, supports social initiatives including charities, delivers entertainment and a great spectacle for millions of motorsport fans, and takes responsibility for our environmental footprint.

Our workshop and primary base of operations is at 10 Emeri Street, Stapylton, Queensland. We compete in the Repco Supercars Championship, which typically has 12 events each season in each state of Australia and New Zealand. We are able to take our race cars and all necessary equipment to each event around Australia in our B-Double Transporter.

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
Cleaning and chemicals
Climate Active carbon neutral products and services
Construction materials and services
Electricity
Food
ICT services and equipment
Machinery and vehicles
Office equipment and supplies
Postage, courier and freight
Products
Professional services
Refrigerants
Stationary energy (liquid fuels)
Transport (air)
Transport (land and sea)
Waste
Water
Working from home

Non-quantified

N/A

Outside emission boundary

Excluded

N/A

4.EMISSIONS REDUCTIONS

Emissions reduction strategy

Since CY2020, emissions have steadily increased from 833.8 tCO_2-e to 1,170.19 tCO_2-e in CY2025. CY2025 experienced an increase in emissions associated with a further increase in travel related emissions for DJR due an introduced event overseas within the Supercars Championship calendar.

DJR will aim to reduce emissions by 10% between CY2025 and CY2028.

Scope 1

Transport (Land and Sea)

- Transport related emissions still pose the great challenge in emission reduction. The ongoing target is to continue sourcing fuel-efficient vehicles for workshop transport. This includes personal staff vehicles, large scale transporters and passenger transporters such as vans.
- As an ongoing KPI, DJR is working with Viva Energy Australia for improving fuel usage at DJR workshop and at track. DJR continues to encourage the purchase of premium 98-octane fuel over lower octane alternatives as a more emission friendly option.

Scope 2

Electricity

- DJR will continue to reduce its grid consumption by 5% annually to achieve a net zero usage for grid consumption by utilising solar installed on site.
- DJR will also continue to produce renewables on-site, with the most effective periods being during low staff periods such as travel for events and weekends.
    - Whilst all on-site renewables are consumed behind-the-meter, total BTM consumption has not been recorded, and therefore has not been reported. Racing Team are aiming to report BTM consumption in CY2026.

Scope 3

Waste

- DJR will continue to find waste reduction strategies within the workshop and trackside. DJR will also start looking for opportunities to be more conscious when it comes to recycling.

Office equipment & supplies

- Aim to reduce overall paper consumption by utilising digital services over printed documents. This includes shifting to computer-based notebooks and travel documentation where feasible.

- DJR will also find opportunities to recycle their older IT equipment, such as donating refurbished laptops to the DXC digital futures program.

Business flights

- DJR aims to reduce total flights taken each year, focusing solely on travel for race events and reducing flights outside of that. Limiting the number of staff trackside at each event to only those who are mandatory is the most effective methos to achieve this.

Other

- Some projects fall outside the scope of DJR Emissions accounting. These have large impact towards sustainability and emissions for internal projects and at race events.

    - One example is putting emphasis in utilising 3D printing for prototyping, before proceeding with other manufacturing methods on the final parts in the aim to reduce waste and energy consumption

- DJR will also examine catering options such as having a sole caterer at trackside events to reduce overall impact through bulk cooking; reducing both food and landfill waste as well as energy consumption. DJR will also look at opportunities to make this service available to a wider range of people when trackside.

Emissions reduction actions

DJR undertook the following emission reduction actions in CY2025:

- DJR increased carpool transport for journeys were suitable, such as transfers from workshop to airport, and from accommodation or workshop to trackside.
- For staff accommodation DJR has changed from single rooms to twin share rooms to limit the environmental impact that accommodation has. This will continue to be practice for race events.
- The total number of staff attending events has been reduced throughout CY2025, although with the increase in rounds per year this change in total yearly flights is less impactful
- DJR implements an electric vehicle into its fleet for 6 months, although found itself to not be a feasible option. We will continue to explore options with implementing electric vehicles into the fleet
- As a focus, vehicles in our fleet from Ford Motor company are continuously updated to those with most fuel-efficient engines and continue to be assessed

5.EMISSIONS SUMMARY

Emissions over time

Emissions since base year			
		Total tCO_2-e (without uplift)	**Total tCO_2-e** (with uplift)
Base Year / Year 1:	2020	833.77	833.77
Year 2:	2021	627.64	627.64
Year 3:	2022	834.35	834.35
Year 4:	2023	863.83	863.83
Year 5:	2024	989.35	989.35
Year 6:	2025	1,170.19	1,170.19

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**
Miscellaneous manufacturing	46.60	158.41	Significant increase in Merchandise sold from CY2024 to CY2025.
Short economy class flights (>400km, ≤3,700km)	193.27	150.35	Reduction in emission factors.
Third party Diesel oil post-2004 (GJ)	39.41	119.13	There was a shift from other fuels to diesel in CY2025.
Road freight	111.90	206.12	Races were held in New Zealand, increasing the cost of road freight.

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	30.30	30.30
Cleaning and Chemicals	0.00	0.00	12.26	12.26
Climate Active carbon neutral products and services	0.00	0.00	0.00	0.00
Construction Materials and Services	0.00	0.00	20.71	20.71
Electricity	0.00	52.42	7.12	59.54
Food	0.00	0.00	32.11	32.11
ICT services and equipment	0.00	0.00	3.69	3.69
Machinery and vehicles	0.00	0.00	18.80	18.80
Office equipment & supplies	0.00	0.00	0.78	0.78
Postage, courier and freight	0.00	0.00	225.41	225.41
Products	0.00	0.00	173.71	173.71
Professional Services	0.00	0.00	28.44	28.44
Refrigerants	10.13	0.00	0.00	10.13
Stationary Energy (liquid fuels)	5.37	0.00	1.79	7.16
Transport (Air)	0.00	0.00	150.35	150.35
Transport (Land and Sea)	72.02	0.00	303.39	375.40
Waste	0.00	0.00	21.01	21.01
Water	0.00	0.00	0.16	0.16
Working from home	0.00	0.00	0.20	0.20
Total emissions (tCO_2-e)	**87.52**	**52.42**	**1,030.25**	**1,170.19**
Figures may not sum to total due to rounding.				

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)	1171	100.00%

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
Wind Power Project in Tamil Nadu by Green Infra Renewable Energy Limited	VCU	Verra Registry	28/4/2026	11064-276815503-276816673-VCS-VCU-997-VER-IN-1-1904-01012020-31122020-0	2020	1171	0	0	1171	100.00%
				Offset Totals:		1171	0	0	1171	100.00%

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 renewable electricity generated	0	0	0%
Total non-grid renewable electricity	**0**	**0**	**0%**
LGC Purchased and retired (kWh) (including PPAs)	0	0	0%
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)	14,121	0	18%
Residual Electricity	64,722	59,544	0%
Total renewable electricity (grid + non grid)	**14,121**	**0**	**18%**
Total grid electricity	**78,843**	**59,544**	**18%**
Total electricity (grid + non grid)	**78,843**	**59,544**	**18%**
Percentage of residual electricity consumption under operational control	100%		
Residual electricity consumption under operational control	**64,722**	**59,544**	
Scope 2	56,984	52,425	
Scope 3 (includes T&D emissions from consumption under operational control)	7,739	7,119	
Residual electricity consumption not under operational control	**0**	**0**	
Scope 3	0	0	

Total renewables (grid and non-grid)	**17.91%**
Mandatory	**17.91%**
Voluntary	**0.00%**
Behind the meter	**0.00%**
Residual scope 2 emissions (t CO_2-e)	**52.42**
Residual scope 3 emissions (t CO_2-e)	**7.12**
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**52.42**
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**7.12**
Total emissions liability (t CO_2-e)	**59.54**

Figures may not sum to total 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	78,843	78,843	52,825	7,096	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)	**78,843**	**78,843**	**52,825**	**7,096**	**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)	**78,843**					

Residual scope 2 emissions (t CO_2-e)	**52.82**
Residual scope 3 emissions (t CO_2-e)	**7.10**
Scope 2 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**52.82**
Scope 3 emissions liability (adjusted for already offset carbon neutral electricity) (t CO_2-e)	**7.10**
Total emissions liability	**59.92**

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	**N/A**	**N/A**

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

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	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. Emissions that do not meet two or more conditions of the relevance test can be excluded from the emissions 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
N/A						



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