Green guide

Best Practice Guide to driving a greener path

FleetPartners
service driven

Start taking steps towards driving a greener path

Environmentally responsible fleet management solutions contribute to fulfilling your organisations Corporate Social Responsibility obligations.

This guide has been compiled to help you understand the factors involved when considering a greener fleet. You will find simple and practical advice and solutions for reducing your carbon footprint and developing a best practice vehicle policy.

For more information contact FleetPartners on 1300 666 001.

www.fleetpartners.com.au

Contents

Why go green with your fleet?

Why go green?

The environment is a hot topic at the moment and will continue to be as the Australian Government introduces measures to meet our Kyoto Protocol commitment. Transport in Australia contributed 80.8 million tonnes of CO_2 [1] in 2005, demonstrating the major role the industry needs to play in reducing Australia's carbon emissions. Organisations, in reviewing the carbon footprint generated by their fleet, will be contributing to Australia's Kyoto commitment while achieving financial rewards.

Some of these financial rewards will be demonstrated throughout this guide, however there are other benefits too - fulfilling Corporate Social Responsibility (CSR), Environmental Management System (EMS) or National Greenhouse and Energy Reporting System (NGERS) obligations, increasing your competitive edge and attracting and retaining staff. Each playing a part in the value that can be derived from 'going green'.

How can this guide help?

This guide has been compiled to help you understand all the factors involved when considering a greener fleet. It will answer some frequently asked questions and ensure you have access to practical advice and real solutions for reducing your carbon footprint and saving money.

The aim of this guide is to assist you with:

1. Understanding the Australian Governments environmental initiatives and how they may impact your business today or in the future.
2. Building on your existing knowledge of fleet related environmental reduction steps and procedures that you can implement within your organisation.
3. Measuring your fleet's carbon emissions, fuel usage and kilometres travelled.
4. Identify your options so you can make informed choices when developing new vehicle policies or enhancing existing ones.
5. Taking action now with the introduction of some simple measures and steps.
6. Where you can go to understand more about carbon emissions and the implications for your organisation.

[1] Australian Government, Department of the Environment and Water Resources, Australian Greenhouse Office. National Greenhouse Gas Inventory 2005.
[2] Australian Government, Department of Climate Change, Transport Sector Greenhouse Gas Emissions Projections 2007.
[3] Australian Fleet Market Analysis, ACA Research, August 2008.

Fast facts

- The Australian Federal Government signed the Kyoto Protocol in March 2008, committing to a target of 108% of 1990 Greenhouse Gas Emissions for the period 2008-2012.
- The transport industry's carbon emissions in 2005 totalled 80.8 million tonnes, 30 per cent higher than the 1990 emissions level of 62.1 million tonnes[2].
- 37% of new Passenger and Light Commercial Vehicle sales in 2007 were for business purposes.
- An automatic petrol vehicle travelling 75,000km over the term of the lease with CO_2 emissions of 240g/km produces 18 tonnes[4] of CO_2, whilst a return flight from Sydney to London produces 11.37 tonnes[5] of CO_2.
- Approximately one-third of Australian organisations have already addressed fleet related environmental issues, such as: reducing vehicle carbon emissions, altering the type of fuel used, amending company fleet policy and reducing employee choice for fleet vehicles[3].
- Organisations 'currently addressing fleet issues', have identified the reduction of vehicle carbon emissions as the most important task with 38% 'looking at the issue' and a further 34% 'intending to address it in the next 12 months'.
- The National Greenhouse and Energy Reporting Act (2007) and Guidelines (2008) stipulate compulsory carbon emissions reporting by Australian organisations who meet predetermined emissions thresholds.

[4] Calculation based on a Ford FG Falcon G, 4.0L 6cly, auto, 4 speed, sedan travelling 75,000 in a calendar year. Calculated using the Fuel calculator on www.greenvehicleguide.gov.au, 27 March 2009.
[5] Calculated based on a return economy flight between Sydeny (Kingsford Smith Airport) and London (Heathrow Airport) for one passenger. Calculator - www.carbonneutral.com.au, 27 March 2009.

Measurement & setting targets

Case Study - SKF Australia

SKF is the Australian arm of the global Swedish engineering firm. When SKF decided to slash its carbon footprint, it didn't have to look far for a solution. Parked outside its head office in Oakleigh, Victoria, was a fleet of more than 160 big six and eight-cylinder vehicles.

With the help of fleet advisor FleetPartners, SKF Australia has introduced a new vehicle policy for passenger vehicles. The SKF fleet will meet stringent emission targets of just 185g CO_2/km – almost 25 per cent below the current national average vehicle emissions (226.1 g CO_2/km). The Policy will assist SKF Australia meet their carbon reduction target of 5 per cent year-on-year.

"Sustainability means different things to different people. For SKF it is all about growing our business in an environmentally responsible way – to grow profitably over the years by preserving our resources for the future," Mr Kapoor (Financial Controller) said.

SKF Australia's new vehicle policy sought to build on their existing environmental credentials and help the company take a leadership role in efforts to reduce Australia's carbon footprint.

"Certainly we want to be seen as the leaders in our field – not just in what we do as a business, but also in terms of upholding our high standards of environmental care and sustainability," Mr Kapoor said.

Reducing a company's carbon footprint takes time and planning. For SKF, the new vehicle policy project took 12 months to complete and involved a close partnership between Mr Kapoor's team at SKF and FleetPartners.

Early in the project it became apparent that if SKF was to achieve its carbon reduction target it would have to look further afield for suitable vehicles.

"FleetPartners was very proactive when it came to matching our emissions requirements to Australian standards and to the cars locally available. This was no easy feat as unlike Europe, the choice of vehicles in Australia that emit less than 185g CO_2/km was quite limited. As a consequence, most of the vehicles approved for use in our fleet are European models," Mr Kapoor said.

Another challenge the team faced was communicating the benefits of the new policy to staff and ensuring they were comfortable with the changes.

"Australians are passionate about driving big cars," Mr Kapoor said. "You can't ignore the fact that a vehicle comprises part of a person's employment package and that the choice of vehicle is very important to some people. But if we as a company were serious about shifting from big fuel-guzzling vehicles to more environmentally friendly vehicles the options were limited. Fundamentally it meant shifting expectations among our staff and changing perception of smaller vehicles," Mr Kapoor said

SKF was also acutely aware of the importance many prospective employees placed on vehicles in their salary package.

"From a business point of view, introducing a new low-emission vehicle policy carried the risk of how this would be perceived internally and whether it would hamper efforts to attract and retain staff," he said.

As a consequence, FleetPartners focussed on giving SKF maximum flexibility. The policy features both a recommended list of vehicles that meet the standard and a more flexible 'user-chooser' option that lets eligible employees choose their vehicle and level of specification (as long as it falls within the guidelines).

To help SKF employees move to the new vehicle policy, FleetPartners built and deployed a custom web page on the SKF intranet featuring a calculator and online help desk.

With the policy now in place, Mr Kapoor and the FleetPartners team have shifted their focus to implementing the new systems and ensuring the SKF fleet is managed for optimum efficiency and environmental benefit.

"FleetPartners' role was to give us informed, strategic advice about all aspects of our fleet, from a compliance perspective through to cost and availability. This was a large and complex task and one that FleetPartners performed extremely capably. They brought considerable expertise in fleet management to the table."

Best Practice Measurement and Setting Targets

How green is your fleet? If as an organisation you don't know your fleets' carbon footprint, how would you go about calculating it and what can you do to instigate improvements?

The following sections provide information and tips for measuring the environmental impact of your fleet and the steps you can take towards a carbon reduction strategy.

What do I measure?

When considering the measurement of your fleets' carbon footprint, you need to identify what you are going to measure.

'Scope 1' and 'direct emissions' are terms used to describe the carbon emissions produced within the boundary of your organisation and as a result of its activities. Vehicles owned and operated by your organisation are classified under Scope 1 emissions.

When reviewing the vehicles to be captured within your organisations carbon footprint, you need to consider how you define a company owned and operated vehicle.

What combination of the following will make up your definition:

- Tool of Trade (TOT) vehicles
- Vehicles driven by an employee with a TOT entitlement who have opted for a cash allowance or a Novated Lease
- Pool vehicles
- Employee vehicles (employee owned) used for business purposes

Additional facts to consider include:

- How do you manage the kilometres travelled for each company vehicle? Is it split by business and personal usage?
- Are you currently able to capture the litres of fuel purchased for each company vehicle in your fleet?

How to measure your fleets direct emissions

Your fleets' direct greenhouse gas emissions represent the entire greenhouse gases produced per year, in tonnes.

The Department of Climate Change provides reporting guidelines to measure the greenhouse gas emissions for carbon dioxide, methane and nitrous oxide. The calculation multiplies the total fuel usage in litres by a specific fuel type emission factor and is carried out for each of the greenhouse gasses. This is then summed together to produce total green house gas emissions. For additional information, refer to the National Greenhouse Accounts (NGA) Factors document located at http://www.climatechange.gov.au/workbook/index.html.

The FleetPartners Fuel Consumption report complies with the Department of Climate Changes reporting guidelines. It provides your organisation with a monthly emission summary per vehicle and by the total fleet. The report is generated based on actual fuel purchased, with data supplied direct from fuel card transactions. Analysis within this report will assist your organisation identify actual driver fuel consumption against manufacturer recommended consumption.

The FleetPartners Fuel Consumption report will provide a clear indication of how reducing your fuel usage will positively impact on your carbon footprint. Organisations also need to consider if drivers are using the most efficient vehicles based on the kilometres they travel and if they are making unnecessary journeys.

How to set carbon reduction targets

The setting of carbon reduction targets may be part of your organisations CSR, EMS, Fleet Management efficiency strategy or compliance with regulatory obligations.

Having determined the current environmental impact of your fleet, the setting of targets will enable you to identify your strategic position.

A structured and formal approach will enable you to:

- establish agreed overall carbon reduction objectives,
- set measurable targets e.g. 5% annual reduction in vehicle carbon emissions,
- ensure the timescales for targets are achievable, and
- review your Vehicle Policy to identify how you can achieve incremental improvements.

Do not rush through changes to your policy. To achieve company wide endorsement, it is important to understand the implications of policy change with respect to:

- attraction and retention of staff,
- vehicle selection and managing the balance between use for business purposes and personal use,
- the targets you have set and the vehicles available within the Australian automotive market, and
- how the vehicles selected impact on the company car allowance value.

Will there be cost savings?

Cost savings will be realised through a review of your fleet composition and fuel expenditure. Utilising FleetPartners Vehicle Cost Comparator the annual "Whole of Life" costs of your organisations existing fleet can be compared with alternative vehicles.

The Vehicle Cost Comparator enables you to consider the fuel costs per vehicle model per term and their carbon emissions. Direct comparisons with your existing fleet are in numerical and graphic format to depict each area of potential saving.

Compulsory carbon reporting

The Australian Federal Government established the National Greenhouse and Energy Reporting Act 2007 (NGERs) as a single, national system for reporting greenhouse gas emissions, abatement actions, and energy consumption and production by corporations commencing 1 July 2008.

Controlling organisations are required to register and report if its 'corporate group' or 'facilities' under its operational control emit greenhouse gasses, produce energy or consume energy below mentioned thresholds.

Corporate Group Level Thresholds

Financial Year	CO2 Emissions	Energy Produced	Energy Consumed
2008 - 2009	125kT	500TJ	500TJ
2009 - 2010	87.5kT	350TJ	350TJ
From 2010 - 2011	50kT	200TJ	200TJ

Facilities Level Thresholds

Financial Year	CO2 Emissions	Energy Produced	Energy Consumed
2008 - 2011	25kT	100TJ	100TJ

For additional information on how NGERs may apply to your organisation, please contact the Department of Climate Change.

Best Practice Vehicle Policy

The vehicles you select equates to the environmental impact of your fleet. Development towards a best practice Vehicle Policy requires careful consideration of the carbon footprint generated by your fleet. Having selected the vehicle mix within your Vehicle Policy there are limited ways in which you can reduce the amount of carbon dioxide and other air pollutants emitted. The below information provides you with recommendations on how to develop a best practice Vehicle Policy and how to make incremental improvements to your existing fleet.

Developing a New Vehicle Policy

Manufacturer Vehicle Range

Are you currently restricting the vehicle choice based on manufacturer? Identifying the range of 'green' vehicles offered by a manufacturer will assist in the breadth of vehicles offered to your drivers. Consideration needs to be given to adding manufacturers that provide alternative fuel types and hybrid vehicles.

Conduct test drives with designated drivers to gauge feedback on hybrid technology or 'greener' vehicle options. This feedback will assist in the formulation of vehicle selection and implant advocates within the business as part of the Vehicle Policy change management strategy.

Vehicle Selection Criteria

How do you determine the vehicle selection criteria within your Vehicle Policy? Traditionally, vehicle selection criteria includes automatic transmission, ANCAP safety rating, number of doors and colour, however in addition you can limit the vehicle selection based on fuel consumption and carbon emissions.

The addition of fuel consumption and carbon emission criteria is a very direct and effective way to reduce your organisations carbon footprint. However there may be resistance from drivers, therefore requiring a managed approach to implementation.

Vehicle Policy Tiers based on Whole of Life Costs

Introducing a "Whole of Life" policy approach will enable your organisation to make vehicle selections not based solely on monthly rental. Identifying the "Whole of Life" costs also takes into account: fuel, maintenance, Fringe Benefits Tax (FBT) and additional running costs i.e. insurance, additional tyres.

In addition to the financial implications of your vehicle selection, the "Whole of Life" approach can be applied to the fleets total CO_2 emissions (tonnes), Green Vehicle Guide green house and air pollution rating, and CO_2 grams/km emissions (on an individual vehicle basis). This will enable your organisation to review the environmental impact of the vehicle.

The combination of these two elements presents a powerful picture of where fuel consumption reductions can be achieved based on the vehicle type selected. Transitioning your fleet from 6 cylinders to 4 cylinder vehicles can lead to a reduction in fuel consumption of up to 20% per vehicle.

Pool vehicles

Pool vehicles can be selected based on exceptional environmental performance, by including alternative fuel types (LPG or ethanol), hybrid or very efficient diesel or petrol models providing an opportunity to implement fleet changes.

City verses Country driving

Reviewing your fleet mix based on the distance travelled or city/country driving will enable you to distribute vehicles based on their level of environmental impact. A vehicle with high carbon emissions travelling short distances and predominantly city driving will have a greater environmental impact compared to when it is utilised for long distance/ country highway driving.

Identifying the fuel efficiency of the vehicles within your organisations fleet based on manufacturers recommend fuel consumption, driving habits and behaviours, will enable you to significantly reduce your carbon footprint and manage driver resistance to vehicle selection changes.

Understanding alternative powered vehicles

Switching to a smaller 4 cylinder vehicle will dramatically reduce emissions. Vehicles that run on alternative fuel types or a combination of traditional and new fuels will reduce your carbon footprint.

The alternative fuel vehicles currently available in Australia are:

Hybrid vehicles

Hybrid vehicles are fitted with conventional petrol engine and a supplementary electric battery (power-plant).

Advantages

- Fewer carbon dioxide emissions
- Potentially utilise a smaller petrol engine, offering better fuel economy
- Petrol engine shuts down to idle at lights, using the battery to keep air conditioning running

Disadvantages

- Higher initial purchase cost
- Unseen running costs
- Resale values not fully understood
- Still requires fossil fuels
- Uncertainty around life of battery, currently estimated at 10 years
- Freeway or country driving runs on petrol engine, with emissions and fuel economy of a normal vehicle

Vehicles currently available (September 2008)

- Toyota Prius, CO_2 106 g/km, 4 cylinder
- Honda Civic, CO_2 109 g/km, 4 cylinder
- Lexus GS450h, CO_2 186 g/km, 6 cylinder
- Lexus RX400h (4WD), CO_2 192 g/km, 6 cylinder
- Lexus LS600hL, CO_2 219 g/km, 8 cylinder
- Future releases (September 2008)
- Toyota Camry hybrid production commencing in Australia in 2010

LPG

LPG is the longest standing alternate fuel type.

Advantages

- Amongst the lowest life-cycle green house gas emissions in the automotive fuel category
- Widespread availability of LPG service stations
- Duel fuel capabilities, increases the distance travelled between service stations

Disadvantages

- Increases fuel consumption by approximately 30% however LPG is upto 50% cheaper than petrol.
- Minimal carbon dioxide emissions reduction
- Federal Government grants not applicable to vehicles used for commercial or business use
- Still utilises fossil fuels
- Not available on all vehicle models

Vehicles currently available (September 2008)[6]

- Ford FG Falcon G6, GE6, XT, R6, XL, XR6
- Ford BF Falcon MkIII, Futura, RTV, XL, XLS, XR6
- Holden VE Commodore Berlina, Omega, Utility Omega
- Toyota HiAce (Apollo Gas) Long, S-Long, Commuter

Additional facts

- 160,888 Australian Federal Government LPG grants paid between August 2006 - 2008
- BMWs Hydrogen 7, 12 cylinder engine surpasses the super-ultra low-emission vehicle standard (SULEV) level. Limited production of the vehicle has commenced (March 2008)
- Saab 9-5 Bio-Power, available in Europe runs on biofuel a eco-friendly renewable energy source bioethanol and petrol (E85) or petrol.

Which other areas could your policy cover?

Your organisations fleet is not the only area within the business where improvements can be made to reduce your carbon emissions. The reduction of kilometres travelled can be achieved by incorporating the following company wide strategies

- Teleconferencing and videoconferencing - meetings traditionally attended in person can be conducted via tele/videoconferencing. Staff members will not have to fly or drive to the meeting location.
- Review alternative working conditions to include working from home or flexible hours.
- Establish car pooling schemes for all staff.
- Review the meeting frequency, requirements and attendees to reduce unnecessary travel.
- Identify ways to incentivise and support staff that utilise public transport, including company subsidised tickets or bicycles.
- Installation of vehicle Global Positioning System (GPS) systems acts as a multi-channel satellite navigation system including map databases for route planning and reduction of travel distances.
- Telematics technology installed within a vehicle fleet will provide driver data covering: location, speed and distance tracking in real time. Real time tracking of vehicles can improve journey planning whilst providing drivers with unique identification and PIN access and two-way messaging with your organisation.

[6] www.greenvehicleguide.com.au, viewed 5 September 2008

Improvements to my existing fleet

The following simple steps can be taken to achieve incremental improvement in the carbon footprint of your existing fleet.

Vehicle condition and maintenance

Term and kilometre management

Do you know the age, term and kilometres of all the vehicles within your fleet? Should your fleet comprise of vehicles with a term of greater than 3 years the carbon emissions may be significantly higher for their modern equivalent.
Are some of your drivers travelling more kilometres than others? Reviewing your fleet from a kilometre perspective will enable you to rotate vehicles amongst drivers to manage total distance travelled.

Vehicle condition and maintenance

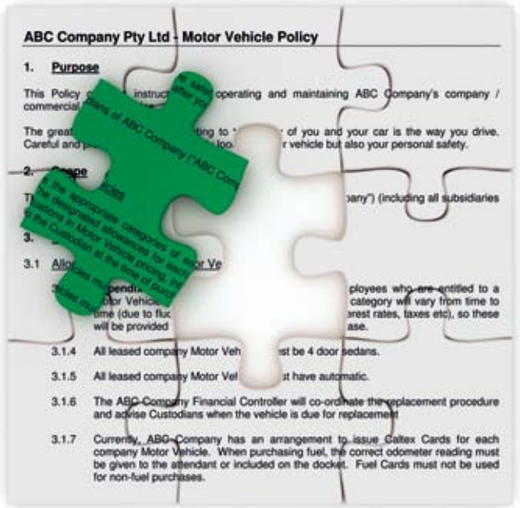
Vehicle maintenance can assist in keeping your fleets carbon emissions to their minimum. There are a couple of practical measures you can take in this area to improve the environmental performance of your fleet:

Servicing your fleet

Regular servicing of the vehicles within your fleet will ensure that fuel economy is being maintained at its optimal level. Generally, vehicles that are overdue for a service are more likely to be performing at below average fuel efficiency levels.

Tyre performance

Drivers who regularly maintain and monitor the correct inflation in their tyres will notice a positive impact on fuel consumption and vehicle handling. The monitoring of tyre tread levels by drivers will also reduce occupational health and safety risk.



Fuel Management Strategies

Actively managing and monitoring individual vehicle and fuel expenditure can save the organisation money and reduce your carbon footprint.

The three main areas where improvements can be achieved are:

Fuel cards

Inclusion of fuel cards within your fleet management agreement will enable comprehensive reporting based on each vehicles fuel consumption and total carbon emissions. When measuring your fleet's environmental impact and setting reduction targets an audit of company expensed fuel may indicate which staff members require fuel cards. This will enable accurate reporting and tracking of your carbon footprint, organisation wide.

Recording kilometres travelled

Company issued fuel cards will identify the costs associated with running your fleet. Company procedures need to be implemented to ensure that odometer readings are supplied at each fuel purchase by all drivers. This will enable valuable analysis of fuel reports and accurate measurement of carbon emissions.

Changing driver behaviour

Fuel consumption reporting will enable comparative analysis of driver's actual fuel consumption versus the vehicle manufacturers' recommendations. This detailed reporting will provide insight into drivers who purchase cheaper fuel and are fuelling private vehicles. Drivers who are conscientiously managing fuel costs could also be rewarded.

Driver engagement and education

Critical to the improvement and adoption of a more environmentally focussed fleet is the training and education of all drivers.

Most employees will be actively participating in environmental reduction measures within their day to day lives. The extension of these behaviours into the work place is often readily adopted by drivers if they are involved in the development and implementation of a new vehicle policy. Regular communication with drivers will benefit the organisation, staff morale and the environment.

Consulting with your drivers

Consulting with your drivers throughout the policy development and vehicle selection phase via focus groups, formal meetings, staff surveys and test driving potential vehicles will enable all stakeholders to identify the benefits, solutions, models and contents of the policy.

Positive engagement with drivers will open up the discussion, enabling a greater range of ideas and potentially result in a vehicle policy that exceeds organisational expectations. Communication throughout the process will also ensure that the implementation phase is managed with minimal disruption and de-motivation of drivers.

Extended Driver Education

Traditional driver education focuses on safety, however fuel efficiency and reducing your fleet's environmental impact should also be incorporated. The following tips will assist drivers reduce fuel consumption[7]:

Drive in high gear

An engine runs most efficiently between 1,500 and 2,500 rpm (this may be lower in diesel vehicles), therefore to maintain this rev level drivers should 'change up' through the gears when practical and before 2,500 rpm. For an automatic transmission the gear shift will be quicker if the driver eases back slightly on the accelerator once momentum has been achieved.

Speed reduces economy

Travelling at high speeds results in higher fuel consumption. A vehicle travelling at 110km/h can use up to 25% more fuel than it would at 90km/h. For city driving the most fuel efficient speed is 60km/h.

Monitor air conditioner usage

Utilising an air conditioner will increase fuel consumption. However when travelling at speeds over 80km/h an air conditioner will be better for fuel consumption than having a window open.

Travel light

Unnecessary cargo will impact on the fuel usage; an extra 50kg of weight may increase fuel costs by up to 2%.

Plan your journeys

Drivers who have the flexibility with their travel plans should take time to make travel decisions that result in fewer trips. Ways to improve travel planning include:

- Combine journeys into one trip rather than several trips. This will save both time and the fuel consumption resulting from running a cold engine.
- Avoid travelling during peak-hour wherever possible. This will reduce the time the vehicle spends idling.
- Investigate alternative transport methods where possible.

Lead by example

Drivers often have an emotional attachment to their vehicle. The Australian tradition of a large 6 cylinder vehicle has formed the foundation of many fleets. Implementing more fuel efficient 4 cylinder vehicles can result in morale issues amongst drivers. In conjunction with entering into consultation with drivers during the development of a new vehicle policy, a strong visual message can be portrayed by Directors and Senior Managers driving more environmentally sound vehicles that align with the new policy direction.

[7] http://www.greenvehicleguide.gov.au/GVGPublicUI/StaticContent/greenerMotoring.aspx, viewed 1 September 2008

Glossary and Useful Links

Glossary

Biofuels - renewable fuels derived from biological materials that can be regenerated.

Carbon Credit - issued as a certificate which equates to a single tonne of carbon dioxide being eliminated for the Earth's atmosphere by some means.

Carbon Offset - a financial instrument representing a reduction in greenhouse gas emissions by investing in emission reduction projects. One carbon offset represents the reduction of one metric ton of carbon dioxide, or its equivalent in other greenhouse gases. The most common types:

- Renewable energy e.g. such as wind farms, biomass energy, or hydroelectric dams
- Bio-sequestration e.g. Green Fleet
- Energy efficiency projects

Carbon Footprint - the amount of greenhouse gas produced resulting from the impact human activities have on the environment. Measured in units of carbon dioxide.

CO_2e - Carbon Dioxide equivalent. A single dimension to measure greenhouse gas emissions used to represent the several different gases e.g. methane and carbon dioxide, each having a different strength and environmental impact.

Direct Emissions - produced from sources within the boundary of an organisation and as a result of that organisation's activities. For example, a company with a vehicle fleet would report greenhouse gas emissions from the combustion of petrol in those motor vehicles as direct emissions.

Emission Factor - An emissions factor is activity specific. The scope (1, 2 or 3) that emissions are reported under is determined by whether the activity is within the organisations boundary (direct emissions - Scope 1) or outside it (indirect emissions - Scope 2 and 3).

Environmental Management Scheme (EMS) - a tool for managing the impacts of an organisation's activities on the environment. It provides a structured approach to planning and implementing environment protection measures.

Fossil fuels - Carbon-rich fuel formed from the remains of ancient animals and plants. Coal, oil, and natural gas are all fossil fuels.

Hybrid Vehicle - vehicles that are fitted with conventional petrol engine and a supplementary electric battery (power-plant).

Indirect Emissions - are emissions generated in the wider economy as a consequence of an organisation's activities (particularly from its demand for goods and services), but which are physically produced by the activities of another organisation. For example, an indirect emission generated from the extraction and production of fossil fuels.

Kyoto Protocol - an international agreement signed by many the countries in the world with the explicit intent to reduce the rate of greenhouse gas emissions.

Useful Links

Department of Climate Change - http://www.climatechange.gov.au

Australian Greenhouse Office - http://www.greenhouse.gov.au

Green Vehicle Guide - http://www.greenvehicleguide.gov.au

Kyoto Protocol - http://unfccc.int/kyoto_protocol/items/2830.php

National Greenhouse and Energy Reporting - http://www.greenhouse.gov.au/reporting/legislation/index.html

NGERS Calculator - http://www.climatechange.gov.au/reporting/calculator/index.html

Emissions Trading Scheme - http://www.greenhouse.gov.au/emissionstrading/index.html

Dr Ross Garnaut - http://www.garnautreview.org.au

GHG Protocol - http://www.ghgprotocol.org

FLEETPARTNERS - AUSTRALIA

New Business Enquiries: 1300 666 001
Customer Enquiries: 13 17 39

HEAD OFFICE
Level 1 600 Victoria Street
Richmond VIC 3121
T: 03 8416 5300
F: 03 8416 5303

NEW SOUTH WALES
Level 4 134 William Street
East Sydney NSW 2011
T: 02 8314 5000
F: 02 8314 5099

QUEENSLAND
Level 8 303 Coronation Drive
Milton QLD 4064
T: 07 3015 9200
F: 07 3015 9299

SOUTH AUSTRALIA
Suite 26 213 Greenhill Road
Eastwood SA 5063
T: 1300 666 001

WESTERN AUSTRALIA
Suite 27 22 Railway Road
Subiaco WA 6008
T: 08 6454 6100
F: 08 9382 2071

www.fleetpartners.com.au

FLEETPARTNERS - NEW ZEALAND

New Business Enquiries: 0800 360 960
Customer Enquiries: 0800 372 632

AUCKLAND
61 Mountain Road
Mt Wellington
PO Box 98899 SAMC
Manukau 2240
T: 09 570 3900
F: 09 570 3999

WELLINGTON
20-22 Barker Street
PO Box 11800
Wellington 6142
T: 04 801 8000
F: 04 801 8101

CHRISTCHURCH
74 St Asaph Street
PO Box 3253 CMC
Christchurch 8140
T: 03 377 1333
F: 03 377 1336

www.fleetpartnersnz.co.nz

FleetPartners
service driven

Item No. PD10155 30/03/09