

FIRST PUBLIC REPORT

Controlling Corporation

K&S Corporation Limited

Period to which this report relates

Start	Day after the end of the trigger year or date that 1 st assessment started 1 st July 2006	End	Date 1 st assessment completed or up to the day that the report due 30 th June 2008
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Part 1 - Summary of assessments conducted thus far

Table 1.1 - Description of the way in which the corporation has carried out its assessments and over what period was each assessment taken. A statement saying that the intent and key requirements of the Energy Efficiency Opportunities legislation have been met must be made.

K&S Corporation reviewed its business activities during the trigger year (2005/06) from an energy consumption perspective. A company organisational chart was formulated on the basis of interstate linehaul and local depot transport operations structured into energy use of which linehaul fleet usage was recorded as 490K GJ and depot fleet usage was recorded as 340K GJ, representing 81% of the total energy use of the corporation. A number of Linehaul opportunities were reviewed for both 2006/07 and 2007/08 trading periods, which delivered approx. 13K GJ of energy savings. Further potential energy efficiency savings in the order of 12K GJ over 2008/09-2009/10 periods were identified. K&S Corporation has carried out its assessments in conformance with key elements and the spirit of the Energy Efficiency Opportunities legislation.

Table 1.2 - Group member/business unit/key activity/site that have been assessed	Energy use per annum in the year the assessment is completed *	Energy data accuracy (if not within $\pm 5\%$) **	Reasons for not achieving data accuracy to within $\pm 5\%$ **
Linehaul Fleet	543K GJ		
Total	543K GJ		
Total as a percentage of total energy use of the group covered by this report	42.32%		

* Energy Bandwidth may only be used if approved in the Assessment and Reporting Schedule

** Data accuracy not within $\pm 5\%$ can only be included if approved in the Assessment and Reporting Schedule

Part 2 - Outcomes of and business response to opportunities that have been identified and evaluated for each group member, business unit, key activity or site assessed

Group member/business unit/key activity/site >0.5 PJ name: **Linehaul Fleet**

Table 1.3 Status of Opportunities		Number of Opportunities	Estimated energy savings per annum by payback period (GJ)		Total estimated energy savings per annum (GJ)	*Accuracy range (%)
			0 – < 2 years	2 – ≤ 4 years		
Outcomes of assessment	Identified (accuracy ≤ ±30%)	0	0	0	0	
	Identified (accuracy > ±30%)	10	3,791	21,892	25,683	5-10%
	**Total Identified	10	3,791	21,892	25,683	5-10%
***Business Response	Under Investigation	2	0	3,426	3,426	5-10%
	To be Implemented	1	0	3,997	3,997	5-10%
	Implementation Commenced	1	0	301	301	5-10%
	Implemented	5	3,791	12,894	16,685	5-10%
	Not to be Implemented	1	0	1,274	1,274	5-10%

*The accuracy range for projected or actual costs, benefits and energy savings.

**You must ensure that this row is the sum of the two rows above it.

*** The data contained in each row of the business response area must total to the data contained in the 'Total Identified' row.

Note: An opportunity is any potential change to a system, activity or piece of equipment that:

- is identified during an EEO assessment;
- is consistent with legal requirements such as OHS, and
- may result in energy savings projects with payback periods of 4 years or less.

Details of at least three significant opportunities found through EEO assessments

Details must include a brief description of the opportunity and may optionally include details of the costs of implementation, energy/dollar savings and any other benefits (such as greenhouse reductions).

Table 1.4

Opportunity 1

K&S Fleet upgrade program incorporates the evaluation and selection of resources to meet specific customer service schedules. Resources are matched to dedicated routes enabling best utilization and greater customer service. These resources are upgraded on an ongoing basis to ensure maximum productivity and energy efficiency.

Opportunity 2 *

Ribbed trailer tautliner equipment implementation included the research and development of a new trailer frame which provided greater payload by the reduction of overall tare weight of trailing equipment.

Opportunity 3 **

The implementation a tighter/scheduled regime of “Roller Shaker” testing and setting of stricter parameters for wheel drag.

*If there are less than three significant opportunities, provide details of those identified.

**If no significant opportunities have been identified in the assessment, a statement to this effect.

Part 3 - Voluntary Contextual Information

Not reported on this occasion.

Part 4 - Declaration

The information included in this report has been reviewed and noted by the board of directors and is to the best of my knowledge, correct and in accordance with the *Energy Efficiency Opportunities Act 2006* and *Energy Efficiency Opportunities Regulations 2006*.



1 December 2008

Legh Winser - Managing Director
K&S Corporation Limited