

PUBLIC REPORT 2011

Part 1 - Corporation Details

Controlling Corporation

TT-Line Company Pty Ltd

From

1 July 2009

To

30 June 2011

Period to which this report relates

Table 1 - Major Changes to Corporate Group Structure or Operations

Table 1.1 – Major Changes to Corporate Group Structure or Operations

No major changes to Corporate Group or Operations.

The high cost of marine fuel oil drives our continuing investigations into reducing the level of consumption and consideration of alternative fuel options.

Declaration

Declaration of accuracy and compliance

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*.

Patrick Guarino, Acting Chief Executive Officer

Date

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Part 2 - Assessment Outcomes

Table 2.1 – Assessment Details

Name of group member or business unit or key activity

Facility 4 – shipping, passengers and freight

Total energy use in the last financial year	2,169,364			GJ
Period over which assessment was undertaken	From	01/07/2010	to	30/06/2011
Percentage of entity energy use assessed*		99.80		%
Percentage of corporation's energy use assessed		99.55		%
Accuracy of energy use assessed - <u>only required if not \pm5% or better</u>				%

Description of the way in which the entity carried out its assessment

The opportunities listed below were raised for consideration at the Company's December 2010 Energy Efficiency Opportunity Committee's meeting. The Committee's responsibility is to review and evaluate possible opportunities with a view to making energy savings.

Liquid Natural Gas (LNG) – submissions and presentations were made to TT-Line Pty Ltd (the Company), regarding the costs of converting/changing the engines on the current vessels from single fuel oil engines, to dual fuel ie; fuel oil (marine oil) and LNG. The Company is not taking this opportunity any further as it is not commercially available at this time.

Shore to Ship Power - consideration was given to a proposal to install infrastructure onshore and onboard to facilitate the use of shore power when the vessels are in port. Currently when in port the vessels use fuel oil to produce electricity onboard. This opportunity has a greater than 5 year payback period and negligible energy savings.

In water hull cleaning – the Company is seeking approval from the Environment Protection Authority Victoria and Tasmania to clean the hull of the vessels in water. We are still awaiting approval before proceeding.

Table 2.2 - Energy efficiency opportunities identified in the assessment

Business Response	Status of opportunities identified to an accuracy of better than or equal to (<=) ±30%	Total Number of opportunities	Estimated energy savings per annum by payback period (GJ)					Total estimated energy savings per annum (GJ)
			0 - < 2 years		2 - 5 years		> 4 years	
			No of Opps	GJ	No of Opps	GJ	No of Opps	
Business Response	Implemented							
	Implementation Commenced							
	To be Implemented							
	Under Investigation	1	1	No data	Nil	Nil	Nil	Unknown at this stage
	Not to be Implemented	2				2	No data	No data
Outcomes of assessment	Total Identified	3	1				2	
Status of opportunities identified to an accuracy of better than or equal to (<=) ±30%								
Business Response	Implemented							
	Implementation Commenced							
	To be Implemented							
	Under Investigation							
	Not to be Implemented							
Outcomes of assessment	Total Identified							

Please note that Corporate Groups are not required to report opportunities with a payback greater than 4 years. Reporting this data is voluntary.

Table 2.3 - Details of significant opportunities identified in the assessment

Description of Opportunity	Voluntary Information	
<p>Converting current vessel engines from a single type, fuel oil (marine diesel) to a dual fuel operation which includes Liquid Natural Gas (LNG) and fuel oil (marine fuel).</p>	<p>Business Response Energy saved (GJ) Greenhouse gas abated (CO2-e) \$\$ saved Payback period</p>	<p>Not implemented. No data. No data. No data. No data.</p>
<p>In water hull cleaning. Currently the vessel's hulls are cleaned once every two years during dry dock. We are investigating the possibility of cleaning the hulls in water whilst in port. Keeping the hulls clean from slime build up will reduce resistance through the water and in turn reduce energy consumption.</p>	<p>Business Response Energy saved (GJ) Greenhouse gas abated (CO2-e) \$\$ saved Payback period</p>	<p>Under investigation. No data. No data. No data. No data.</p>
<p>Shore to Ship power. This opportunity looks at installing infrastructure on vessels and on shore to provide electricity to the vessels. Currently electricity is generated by consuming fuel oil. 237,018 GJ of energy was consumed 2010/11 to generate electricity whilst the vessels were in port. To implement this opportunity the cost is around \$5.6 million, with a payback period of more than 6 years.</p>	<p>Business Response Energy saved (GJ) Greenhouse gas abated (CO2-e) \$\$ saved Payback period</p>	<p>Not implemented. Greater than 6 years</p>