Mandatory Climate Reporting for ASX200 Group 1 Australian Companies 2025

Starting in 2025, ASX200 companies must report Scope 1, 2 & 3 emissions. Discover what this means and how JET Charge supports seamless compliance.

Scan the QR code to find out more and get in touch for pricing!

What Exactly is the Climate-Related Financial Disclosure Regime?

Next year a huge change in climate legislation is being introduced for Group 1 companies in Australia. From January 1st, 2025, Australia's largest corporations are required to disclose their yearly greenhouse gas emissions across Scope 1, 2 and 3.

This move will align Australia with emerging global best practices in mandatory climate reporting. To help explain what this actually means for business and how JET Charge can assist with the transition, JET Charge's co-founder Ellen Liang and Kilara Groups's Jodi York share their sustainability expertise to break it all down.

In the broader climate context, this is a significant win. In Australia, nearly 30% of overall emissions come from industry. And the first step to reducing business emissions is understanding where they come from.

Pictured (L to R): Jodi York and Ellen Liang.

> **This might feel new to Australians, but it is actually just bringing Australia in line with emerging global best practices. It means we'll be able to develop an international baseline of where we're actually at with businesses on decarbonisation and require organisations to figure out the tools they have for getting closer to their targets.”**

Jodi York, Head of Impact, Kilara Capital

What are Scope 1, 2 & 3 Emissions?

Scope 1 emissions: Direct emissions from sources owned or controlled by the company, like manufacturing processes or energy used in facilities.

Scope 2 emissions: Indirect emissions, primarily from purchased energy.

Scope 3 emissions: All other indirect emissions up and down the entire value chain, like commuting employees, the production of purchased materials, and managed business fleets.

Why Scope 3 Emissions are a Big Deal?

Unlike scope 1 and 2 emissions, scope 3 emissions are generally more subjective, harder to track and involve more work to report on. They also make up the vast majority of emissions for Australian companies.

In the companies Kilara works with, for example, Jodi sees scope 1 and 2 emissions make up only about 3% of their overall emissions, while scope 3 makes up the rest. Scope 3 covers emissions from both upstream and downstream value chain activities that are out of the direct control of a company, which is why many businesses feel anxious about it.

“We're asking people to be accountable for their entire value chain – all of your purchased goods and services, all of the things you're buying through your supply chain,” says Jodi. That is, knowing what happens from “the cradle to the grave”. How a product gets to our door, what resources, processes and energy were used all the way to its end of life.

That is some pretty mind-boggling stuff. But it’s also the stuff that matters most.

How Best to Report on Scope 3 Emissions?

The most effective way to approach reporting is by breaking things down. “Scope 3 is actually made up of about 15 different categories,” says Jodi. “So when companies are starting to report on scope 3, it’s easiest to start by picking off what the big ones are,” she explains.

“Mapping is a really useful tool to start the process because you can't make a plan to go anywhere if you don't know where you are,” says Jodi. “So getting your data together on emissions is an important first step because you need that big picture in order to start asking, ‘how much can we control in these? What is easy to change?’

How JET Charge can support businesses to navigate Scope 3 Emissions?

A company’s transport emissions are a big part of scope 3. In Australia, road transport – whether it's what we do with our own cars when we're not at work, or getting things from place to place – is close to 20% of our total emissions.

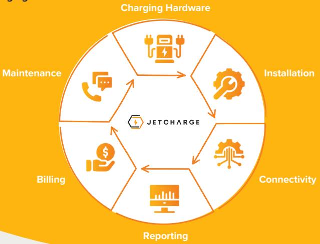
This is why JET Charge was founded. “We're super passionate about the fact that transport and the electrification of transport can contribute so hugely to climate neutrality,” says Ellen. “50% of new car sales in Australia are to corporate fleets and that makes transportation the low-hanging fruit of decarbonisation – and corporations can play a huge role here.”

Electrifying a company’s fleet can be a very achievable way to reduce scope 3 emissions.

“Under this new legislation, companies are going to want to identify suppliers who can give them higher quality, accurate data around emissions,” says Ellen. JET Charge has been helping companies for over 10 years, not just by reducing fleet emissions, but also by streamlining reporting for annual climate disclosures. So the company is uniquely poised to help businesses navigate this time.

Through the experience of deploying 12,000 chargers JET Charge has developed an industry-leading JET Charge+ Charging as a Service product, which makes it simple to reduce and track emissions from transport.

Charging as-a-Service



Electrifying Your Fleet with JET Charge+

Fleet electrification doesn't have to be a daunting process. JET Charge's **Charging as a Service product JET Charge+** is a one-stop shop, subscription-based solution for companies who want to electrify their fleet.

Here's what we handle:

- Installation of charging hardware (at employee homes and worksites)
- Monitoring of charging infrastructure
- Maintenance of charging infrastructure
- And (most importantly) reporting

As part of our monthly reimbursement report, companies receive comprehensive carbon abatement data, making it easier to measure your impact.

"This is a brilliant solution," says Jodi. "Anything that makes it easier to deliver high precision, low effort, quality information and can just be plugged into your accounting system, will make CFOs out there much happier."

JET Charge has recently helped Australia's largest general insurer, IAG, as it transitions its tool-of-trade fleet of around 650 fossil-fuel-powered vehicles to electric and hybrid electric models, helping IAG achieve its goal of becoming a net-zero insurer by 2050.

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