



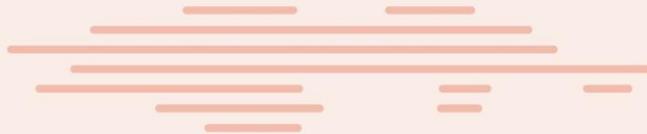
# Brighton Council

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## Corporate Emissions Reduction Plan

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March 2026





We acknowledge the traditional owners who once walked this country: the Mumirimina people.

The Mumirimina belonged to the Oyster Bay tribe. This was the largest tribe in Tasmania and covered 8000 square kilometres. kotalayna levee in Brighton was a significant meeting place where hundreds of generations of Aboriginal families hunted, gathered, corroboreed, camped and traded.

In the course of colonisation, dispossession of the Mumirimina was early, rapid and extensive.

We acknowledge the Tasmanian Aboriginal Community today as the continuing custodians of this land, and pay our respects to Elders past and present.

Through our words and actions we strive to build a community that reflects and respects the history and hopes for all the people of Brighton.



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# Purpose of Emissions Reduction Plan

An emissions reduction plan is necessary to:

1. Map a path to 85% emissions reduction by 2030 on 2021 levels and net zero emissions by 2035
2. Map a path to 100% renewable electricity by 2030
3. Understand the cost involved in emissions reduction activities and plan for this expense
4. Understand how emissions reduction activities fit into the 10-year plan
4. Plan for future assets and their management

# Alignment to Brighton Council Strategy

This document is directly aligned with the Brighton Council Strategy 2023-2033. It specifically relates to the following strategies:

GOAL 1: Inspire a proud community that enjoys a comfortable life at every age

- 1.2 Build resilience and opportunity

GOAL 2: Ensure a sustainable environment

- 2.1 Acknowledge and respond to the climate change and biodiversity emergency
- 2.4 Ensure strategic planning and management of assets has a long-term sustainability and evidence-based approach

GOAL 3: Manage infrastructure and growth effectively

- 3.1 Implement strategic long-term asset management plan aligned to a long-term financial plan

GOAL 4: Ensure a progressing and Caring Council

- 4.1 Be big picture, long-term and evidence-based in our thinking

# Definitions

**Carbon dioxide equivalent (CO<sub>2</sub>-e):** Is a way to measure and compare the warming effect of different greenhouse gases (GHGs) relative to carbon dioxide (CO<sub>2</sub>). It expresses the warming potential of other GHGs in terms of the amount of CO<sub>2</sub> that would cause the same amount of warming. This allows for a standardised way to track and compare emissions from various sources, even though they may contain different GHGs.

**Carbon offsets:** Carbon offsets are used by a company or organisation to compensate for what they are emitting and thereby decrease their net emissions. Offsetting involves purchasing carbon credits. Typically, one credit permits the emission of one tonne of carbon dioxide equivalent.

**Emissions factor:** A coefficient that quantifies the amount of greenhouse gas released into the atmosphere for a specific activity or process.

**GHG Protocol:** The world's most widely used greenhouse gas accounting standards and guidance.

**Methane commitment method:** Estimates the total methane that will be produced over the entire lifespan of waste placed in a landfill, regardless of when it is emitted.

**Net zero emissions:** An overall balance between greenhouse gas emissions produced and greenhouse gas emissions taken out of the atmosphere, allowing for the offsetting of emissions through carbon removal or credits.

**Power purchase agreement:** electricity buyers agree to buy power and/or Large Generation Certificates from a renewable energy project (currently solar or wind farms) at a fixed price over a longer-term.

**Real zero emissions:** Zero emissions are created or released.

**Renewable electricity:** Electricity produced using natural resources that are abundant and able to be constantly renewed, including the sun, wind, and water.

**Virtual solar sharing:** Allows a business with multiple locations to share excess solar energy with other sites within the organisation. Virtual solar sharing can reduce energy costs by offsetting energy consumption from the grid across a business.

**Virtual power plant:** A network of interconnected distributed energy resources, like solar panels and batteries, that can be remotely managed and coordinated to act as a single, larger power plant. This allows for the collective management of renewable energy and offers benefits to both the grid and individual participants.

# Where are we headed?

## Targets

The corporate emissions reduction and renewable electricity targets outlined in Brighton's Climate and Resilience Strategy 2023 include:

- An 85% reduction of corporate greenhouse gas emissions on 2021 levels by 2030;
- Net zero corporate greenhouse gas emissions by 2035; and
- 100% corporate renewable electricity by 2030.

## Defining targets

### Corporate emissions

Brighton Council's corporate emissions as measured in the baseline year of 2021 include all Scope 1 and 2 emissions and one source of Scope 3 emissions.

- Scope 1 emissions are known as direct emissions from sources controlled or owned by Brighton Council. This includes the gas used in Council owned buildings and the petrol and diesel used for the vehicle fleet and plant.
- Scope 2 emissions are known as indirect emissions, which are associated with the purchase of electricity. This includes metered electricity used by Council owned assets and unmetered electricity used for municipal street lighting.
- Scope 3 emissions include all other indirect emissions generated through the purchase or provision of goods and services. For the purposes of Brighton Council's corporate emissions, the single source of scope 3 emissions included is from municipal waste managed by Council.

To meet the target of net zero emissions by 2035, Council must not produce more corporate greenhouse gas emissions than are taken out of the atmosphere. This will require Council to focus on genuine emissions reductions at the source and only use carbon offsets as a last resort.

### Renewable electricity

To meet the target of 100% renewable electricity, Council must be producing and/or purchasing renewable energy equivalent to the amount of energy used by mains electricity and street lighting each year.

# Where did we come from?

## Baseline data

The baseline year for Brighton's corporate emissions is FY2020/21 (referred to as 2021). A baseline year is crucial for emissions assessment as it provides a reference point against which future emissions reductions can be measured.

## All emissions

Brighton Council's total corporate greenhouse gas emissions for 2021 was 11,670 tonnes of carbon dioxide equivalent (tCO<sub>2</sub>-e). Emissions are most significantly from landfilled waste (96%), followed by fleet fuel (3%), electricity (1%), organic waste and gas (<1%) (Table 1).

*Table 1. Breakdown of emission sources and their contribution to overall emissions*

Emissions Source	Emissions (tCO <sub>2</sub> -e)	% of total emissions
Gas	0	0%
Fleet Fuel	309	3%
<b>Scope 1 total</b>	<b>309</b>	<b>3%</b>
Electricity	108	1%
<b>Scope 2 total</b>	<b>108</b>	<b>1%</b>
Landfilled waste	11,252	96%
Organic waste	1	<0%
<b>Scope 3 total</b>	<b>11,252</b>	<b>96%</b>
<b>Total emissions</b>	<b>11,670</b>	<b>100%</b>

To reach the 85% emissions reduction target by 2030, Council's total emissions should be no more than 1,750 tCO<sub>2</sub>-e.

## Scope 1 & 2 emissions

Considering the equation without Scope 3 emissions from waste, total emissions from the baseline year would be 417 tCO<sub>2</sub>-e.

To reach the 85% emissions reduction target by 2030, total emissions should be no more than 63 tCO<sub>2</sub>-e.

# How are we doing?

## All emissions

The results of the most recent emissions inventory from 2024/25 show that there has been a 43% reduction in emissions since 2021, which equates to a reduction of 5,036 tCO<sub>2</sub>-e. Most of the emissions reductions have come from waste and can be attributed to the addition of FOGO kerbside collection and a change of landfill supplier that utilises gas capture.

*Table 2. Comparison of Scope 1, 2 & 3 emissions from 2021 (baseline) to 2025 (current)*

Emissions Source	2020/2021 (baseline)		2024/2025 (current)		Change from baseline	
	Emissions (tCO <sub>2</sub> -e)	% of total emissions	Emissions (tCO <sub>2</sub> -e)	% of total emissions	Emissions (tCO <sub>2</sub> -e)	Emissions change (%)
Gas	0	0%	22	<1%	+22	N/A
Fleet Fuel	309	3%	260	4%	-49	-16%
<b>Scope 1 total</b>	<b>309</b>	<b>3%</b>	<b>282</b>	<b>4%</b>	<b>-27</b>	<b>-9%</b>
Electricity	108	1%	82	1%	-26	-24%
<b>Scope 2 total</b>	<b>108</b>	<b>1%</b>	<b>82</b>	<b>1%</b>	<b>-26</b>	<b>-24%</b>
Landfilled waste	11,252	96%	6,211	94%	-5,041	-45%
Organic waste	1	0%	59	1%	+58	5800%
<b>Scope 3 total</b>	<b>11,253</b>	<b>96%</b>	<b>6,270</b>	<b>95%</b>	<b>-4,983</b>	<b>-44%</b>
<b>TOTAL</b>	<b>11,670</b>	<b>100%</b>	<b>6,634</b>	<b>100%</b>	<b>-5,036</b>	<b>-43%</b>

To reach the 85% emissions reduction target by 2030, total emissions would need to be reduced by an additional 4,884 tCO<sub>2</sub>-e. This would require further significant efforts to reduce emissions, particularly from waste. Our targ

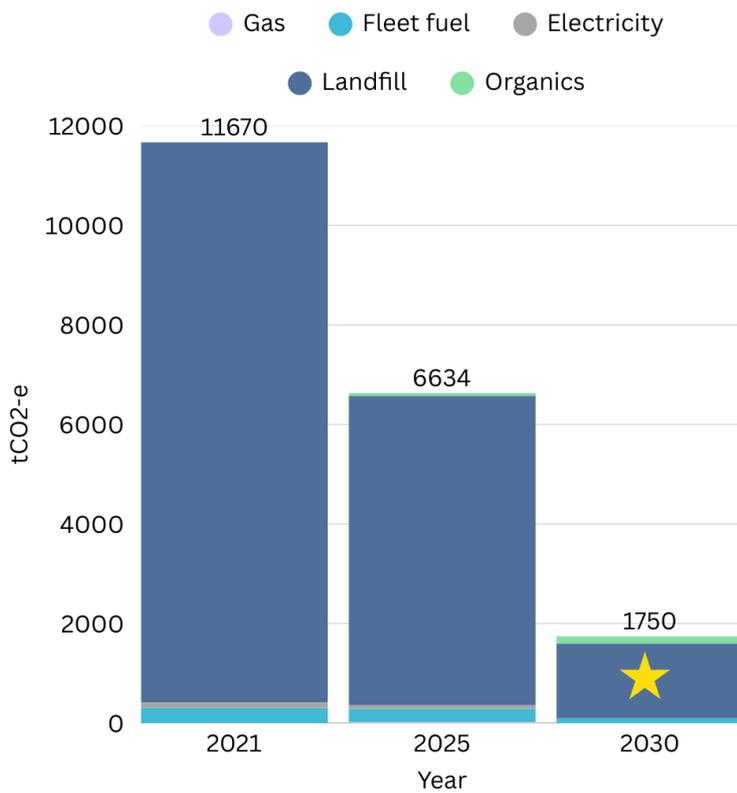


Figure 1. Scope 1, 2 & 3 emissions over time

## Scope 1 & 2 emissions

When considering only Scope 1 and 2 emissions, there has been a 13% reduction in emissions since 2021, which equates to a reduction of 53 tCO<sub>2</sub>-e. This has resulted from a combination of reductions in fleet fuel and electricity emissions.

Table 3. Comparison of Scope 1 & 2 emissions from 2021 (baseline) to 2025 (current)

Emissions Source	2020/2021 (baseline)		2024/2025 (current)		Change from baseline	
	Emissions (tCO <sub>2</sub> -e)	% of total emissions	Emissions (tCO <sub>2</sub> -e)	% of total emissions	Emissions (tCO <sub>2</sub> -e)	Emissions change (%)
Gas	0	0%	22	6%	+22	N/A
Fleet Fuel	309	74%	260	71%	-49	-16%
Scope 1 total	309	74%	282	77%	-27	-9%
Electricity	108	26%	82	23%	-26	-24%
Scope 2 total	108	26%	82	23%	-26	-24%
<b>TOTAL</b>	<b>417</b>	<b>100%</b>	<b>364</b>	<b>100%</b>	<b>-53</b>	<b>-13%</b>

To reach the 85% emissions reduction target by 2030, total emission would need to be reduced by a further 301 tCO<sub>2</sub>-e. This would require eliminating emissions from gas and electricity, as well as significant emissions reductions from fleet fuel.

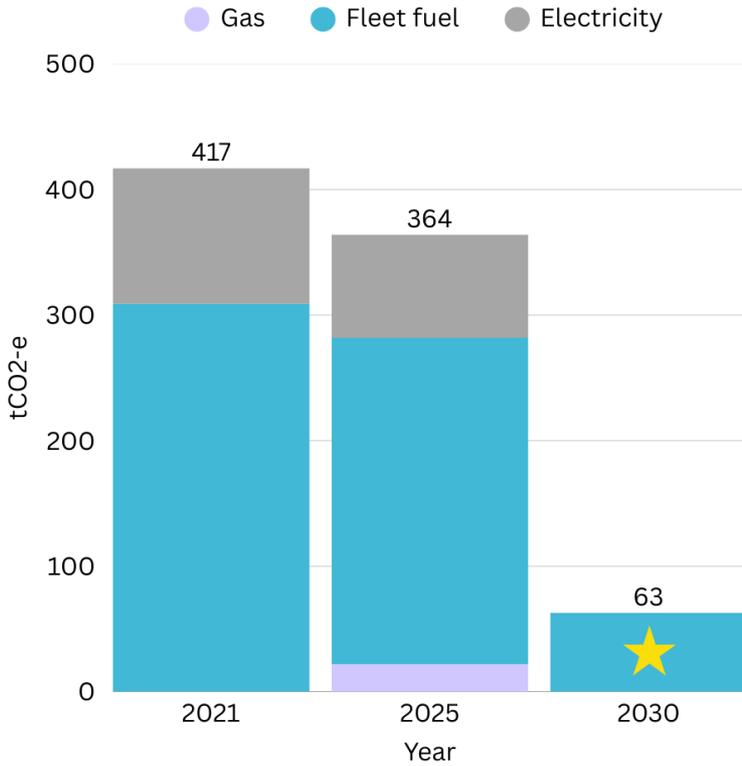


Figure 2. Scope 1 & 2 emissions over time

# Sources of emissions

To understand where there are opportunities for emissions reductions, it is important to first understand the sources of emissions and how they are calculated. The following sources of emissions have been ordered from highest to lowest in their contribution to the overall emissions profile.

## Landfilled waste

### Emissions calculations

Landfilled waste is the greatest source of emissions for Brighton Council.

Emissions calculations for landfill include:

- All general waste that is managed by the council through kerbside collection services
- All general waste collected at the Waste Transfer Station

Emissions calculations for landfill exclude:

- Emissions associated with the transport of waste, and from the fuel or energy used at the treatment or disposal facility
- Emissions from hard waste collection
- Emissions from old landfill sites

Emissions from landfilled waste are calculated by using the methane commitment method. This involves multiplying the total tonnage of waste sent to landfill in one year by an emissions factor. Two further elements are then considered in this calculation if relevant to the landfill. These are: 1) the gas capture efficiency of the landfill; and 2) the percentage of carbon credits sold from the process of gas capture and combustion. The higher the gas capture efficiency, the lower the emissions. However, the higher the percent of carbon credits sold, the higher the emissions, as Council cannot claim the emissions reductions for carbon credits sold.

### Reducing emissions

To reduce emissions from landfilled waste, there must be a reduction in the tonnage of waste taken to landfill. This involves considering the waste hierarchy to avoid, reduce, reuse, and recycle items rather than sending them to landfill. While educational campaigns could be used to target waste reduction at all levels of the hierarchy, it is likely that council would initially focus on the lowest rung of the hierarchy to ensure waste is separated into the correct stream (i.e., general waste, recycling, and FOGO) and there is minimal contamination of each stream. With greater resources and/or collaboration between councils and state government, more ambitious actions could be taken to move towards a more circular economy.

Understanding the current composition of landfill waste will help to inform targeted campaigns or education programs. A 2025 waste audit was conducted by MRA Consulting Group on ~130 household kerbside bins in the suburb of Brighton. The audit found that general waste bins contained 22% organic materials and 29% recyclable materials that could have been diverted to the FOGO or recycling bin. Eight other southern Tasmanian councils also participated in the audit, which found that on average the general waste bins

contained 37% organic materials and 29% recyclable materials. Together, the specific data for Brighton, and the average data across 9 suburbs of Southern Tasmania provide an indication of where there are opportunities to reduce landfilled waste through the diversion of recyclables and organics. A particular focus on removing food and garden organics from landfill will have the greatest impact on emissions. This is because when organic waste decomposes in a landfill, it produces methane, which is a far more potent greenhouse gas than carbon dioxide. Thus, diverting organic waste from landfill is a highly effective way to reduce emissions from waste.

## Possible emissions reductions

An education campaign may have varying degrees of success in reducing recyclables and organics entering landfill. If a campaign resulted in a diversion of 5% of total landfilled waste from the 2024 tonnage, it would result in a reduction of 292 tCO<sub>2</sub>-e. However, if a campaign could divert 33% of total landfilled waste from the 2024 tonnage, it would result in a reduction of 1,942 tCO<sub>2</sub>-e. It is important to note that this is a very rudimentary estimate and does not include any increase to organic waste emissions as a result of diverting organics from landfill.

In addition to diverting materials away from landfill, it is also possible to investigate the role of carbon credits from gas capture in reaching zero emissions. Carbon credits are sold for the methane that is captured and used to generate electricity at Copping landfill. By purchasing these carbon credits another organisation can produce emissions to that amount or offset their own emissions by retiring the credits. To ensure the emissions savings from gas capture at Copping landfill is realised by Brighton Council, it would be necessary to purchase those credits or negotiate with Copping/Southern Waste Solutions to stop selling them. Possible emissions reductions from this action will depend on the amount of waste being sent to landfill after other actions have been implemented.

## Actions to get to net-zero emissions

1. Develop a Waste Management Strategy for Brighton Council in line with state and federal waste strategies and emissions reduction plans
2. Conduct a more comprehensive audit on kerbside bins and analyse data by suburb to understand differences across the municipality
3. Develop a targeted waste campaign or education program to reduce recyclables and organics going to landfill that is monitored and evaluated for effectiveness
4. Collaborate with other southern councils on effective messaging around waste reduction and correct disposal
5. Discuss carbon credits from gas capture at Copping with Southern Waste Solutions and opportunities for purchasing them or reducing the sale of them over time
6. Create a dedicated Waste Officer role at Council to undertake or coordinate the above actions

## Enablers and challenges

### Enablers

- The increase of the Landfill Levy from 1 July 2024 provides financial incentive for the council to reduce waste sent to landfill.
- Brighton has a strong commitment to waste education, and this has been resourced.

- The proposed new Waste Transfer Station will help to reduce waste going to landfill (though this is still years away).

### Challenges

- Waste is a source of emissions that is largely generated by the community and is not easily controlled by the council.
- Brighton has a growing population, which without intervention, will correspond with greater amounts of waste.
- Brighton currently does not have a Waste Management Strategy to inform or lead actions to reduce waste.

## Fleet Fuel

### Emissions calculations

Fleet fuel is the second largest source of emissions for Brighton Council.

Emissions calculations for fleet fuel include:

- All petrol and diesel purchased on a Brighton Council fleet fuel card

Emissions calculations for fleet fuel exclude:

- Any petrol or diesel not purchased with a fleet fuel card (i.e., Council credit card or personal card that is reimbursed)

Emissions from fleet fuel are calculated by multiplying the total litres of petrol and diesel by their respective emissions factor.

### Reducing emissions

To reduce emissions from fleet fuel, there must be a reduction in the use of fuel being consumed by the fleet. Achieving this reduction should involve identifying opportunities to avoid or reduce fuel consumption (e.g., by meeting online rather than in-person or promoting efficient driving habits). Further reductions will also come from the electrification of fleet and plant where possible. It is important to note that most emissions from fleet fuel is generated by major plant and large trucks, so targeting these will have the greatest impact, though may be more difficult or costly than actions related to the commuter fleet. Additionally, while emissions from fleet fuel will decrease with the electrification of the fleet, emissions from electricity will increase unless Council is able to source 100% renewable electricity for vehicle charging.

### Possible emissions reductions

Based on an internal analysis of fleet fuel use in the 2024/25 financial year, approximately 20% of fuel use is from Council Chambers vehicles alone. Therefore, roughly 20% of fleet fuel emissions could be reduced relatively easily and immediately through the electrification of these vehicles. For more robust modelling of possible emissions reductions from fleet fuel, a fleet transition plan is advised.

### Actions to get to net-zero emissions

1. Identify opportunities to avoid or reduce fuel consumption
2. Provide fuel efficient driver training to staff who operate trucks and large vehicles
3. Set transition targets for the electrification of the fleet

4. Strengthen the vehicle procurement policy
5. Develop a fleet transition plan that includes large vehicles and plant, and identifies the necessary infrastructure for an electric fleet
6. Understand staff perceptions of electric vehicles and the barriers to uptake, then address these and socialise the use and benefit of electric vehicles

## Enablers and challenges

### Enablers

- Electric vehicles are becoming more affordable, and the travel range is increasing.
- Fleet vehicles are replaced every three years, providing a window of opportunity for change.
- Installing more and faster charging stations at the council offices for fleet charging will enable greater uptake.

### Challenges

- Avoiding or reducing fuel consumption may require changing habits, which can be difficult to achieve.
- Negative staff perceptions of electric vehicles currently hinders their uptake, while poor charging facilities at Council Chambers reinforce these views.
- There may not be economically viable or physically feasible low or zero emissions options for all vehicles and plant currently.
- Infrastructure upgrades will be required to accommodate an electric fleet.

## Electricity

### Emissions calculations

Electricity is the third largest source of corporate emissions.

Emissions calculations for electricity include:

- Metered electricity used by Council assets
- Unmetered municipal street lighting

Emissions calculations for electricity exclude:

- Electricity charged to Council but paid for by a third party (generally because a Council owned building is being leased by that third party)
- Electricity used at home to charge electric vehicles

Emissions are calculated by multiplying the electricity use for all council owned assets and street lighting in kilowatt hours (kWh) by the state electricity coefficient for that year. This is known as the location-based method for calculating emissions and takes into account the average emissions intensity of the electricity grid in Tasmania for that year.

For solar power systems, the electricity generated and used on site is taken to have zero greenhouse gas emissions. The electricity that is used on site has replaced electricity from the grid and is “behind the meter”, so this electricity does not appear on the invoices from the retailer. However, according to the GHG Protocol Scope 2 Guidance avoided emissions from excess solar being exported to the grid “are not necessarily equivalent to global emissions reductions from additional projects and should therefore not be used to reduce a company’s footprint.”

## Reducing emissions

Reducing emissions from electricity requires consideration of the energy hierarchy. The hierarchy involves first reducing the amount of energy used. Second, improving energy efficiency. Third, producing renewable energy onsite, and finally, purchasing renewable energy.

It would make most sense to consider the energy hierarchy for each council owned asset and to develop a tailored plan for each based on the use and electricity demand.

When it comes to street lighting, there could be a reduction in energy use by ensuring all lights have the most energy efficient bulbs, with the remaining electricity use powered by renewable energy.

Electricity consumption for all buildings plus streetlighting in 2024 was approximately 620,000 kWh. Additional solar generation exported to the grid was approximately 70,000kWh. If this solar generation could be capitalised via virtual solar sharing, Council would need to generate an additional 550,000kWh\* of electricity per year or purchase renewable energy to that amount to reach zero emissions and a target of 100% renewable electricity.

\*Note that this amount reflects electricity use in 2024 and does not account for: 1) any energy efficiency measures that could be taken to reduce consumption; 2) additional future assets; 3) the solar and battery that will be installed at the Pontville Pavilion; or 4) the expected growth in demand for electricity over time as the fleet transitions to electric.

## Possible emissions reductions

After gains have been made to reduce energy use and increase energy efficiencies, it is possible to reach zero emissions by producing and/or purchasing renewable energy to the total amount of electricity consumed.

## Actions to get to net-zero emissions

1. Conduct an energy audit on each council owned asset to identify opportunities to reduce energy use. This could be done all in one go or building by building from largest electricity consumer to the smallest.
2. Replace the final 10% of streetlights with LED and ensure all new streetlights are installed with the most energy-efficient technology.
3. Identify opportunities for solar and battery installations that result in the most economical abatement.
4. Consider implementing virtual solar sharing (if/when available) and investigate potential benefits of participating in a virtual power plant.
5. Produce and/or purchase renewable energy equivalent to the amount of all remaining electricity consumption after solar installations OR investigate the potential for a power purchase agreement (with other councils)
6. Ensure all new built assets include solar panels (and a battery where relevant).

## Enablers and challenges

### Enablers

- There are clear financial benefits to reducing energy consumption and generating electricity on-site.
- TasNetworks is replacing older technology with LED as the existing street lights fail, which over time will further reduce electricity use.

## Challenges

- Reducing energy consumption may require behaviour change, which can be difficult to achieve.
- Council's energy provider does not currently offer virtual solar sharing or virtual power plants.
- As further housing developments are established, the number of streetlights in the municipality will increase, which will also increase energy use and emissions, though this is expected to be minor.

## Organic waste

### Emissions calculations

Organic waste is the second smallest source of emissions.

Emissions calculations for organic waste include:

- Municipal-wide kerbside FOGO collection
- Green waste collected at the Waste Transfer Station

Emissions calculations for organic waste exclude:

- Emissions associated with the transport of organic waste, and from the fuel or energy used at the treatment or disposal facility

Emissions from organic waste is calculated by multiplying the total tonnage of organic waste by an emissions factor. These emissions come from small amounts of methane and nitrous oxide generated in the composting process.

### Reducing emissions

Unlike other sources, an increase in emissions from organic waste can be a good thing if it is a result of additional organic waste being diverted from landfill. This is because for every tonne of organic waste that is diverted from landfill, there is an emissions saving of around 1.5 tCO<sub>2</sub>-e.

As there are still high levels of food and organic waste going to landfill, there are opportunities to significantly reduce landfill emissions through education and behaviour change campaigns that improve FOGO use and decrease contamination. However, this would mean a small increase in emissions in the organic waste stream.

Reducing food waste is an additional way to reduce the total amount of organic waste that exists, regardless of which bin it enters. There are specific opportunities to reduce food waste through behaviour change campaigns such as 'The Great Unwaste'.

### Possible emissions reductions

It is unlikely that this source of emissions will go down in the near future, and if other waste initiatives are successful, emissions from organics may increase. Therefore, the easiest way to achieve net-zero emissions from organic waste would be to purchase or produce carbon credits that offset this emissions source.

### Actions to get to net-zero emissions

\*Note that most actions from landfilled waste will also contribute to organic waste

1. Utilise The Great Unwaste campaign and promote it through the municipality
2. Purchase carbon credits to offset organic waste emissions

## Enablers and challenges

### Enablers

- There are resources and learnings that can be used from other councils who are further along their FOGO journey.
- Brighton has a strong commitment to waste education, and this has been resourced.
- “The Great Unwaste” national campaign to reduce food waste is a targeted and well-resourced campaign that can be used by the Council.

### Challenges

- Contaminated loads of FOGO end up back in landfill, which again increases emissions.
- Brighton has a growing population, which without intervention, will correspond with greater amounts of waste.
- Brighton currently does not have a Waste Strategy to inform or lead actions to reduce waste.

## Gas

### Emissions calculations

Gas is the smallest source of Council’s emissions.

Emissions calculations for gas include:

- Gas used by Council assets that Council pays the bill for

Emissions calculations for gas exclude:

- Gas usage charged to Council but paid for by a third party (generally because a Council owned building is being leased by that third party)
- Specialty gases used by the Works Depot

For LPG, emissions are calculated by multiplying the litres used by an emissions factor.

### Reducing emissions

Most of the council’s gas usage is connected to hot water systems used for change room showers. The best way to reduce emissions from this source is to eliminate the use of gas completely by electrifying all gas systems and ensuring no new assets are built with gas connections.

### Possible emissions reductions

It is possible to eliminate almost all gas through electrification. However, there may still be a requirement for specialty gases used by the depot, though these are not currently included in the emissions calculations.

## Actions to get to net-zero emissions

1. Electrify all gas connections where possible
2. Ensure that no new assets are built with gas connections

## Enablers and challenges

### Enablers

- There is a financial incentive to electrify due to the price of gas.
- There is already funding to electrify the hot water system at the Pontville Regional Sports Centre, which is the largest user of gas.

### Challenges

- It may not be possible to eliminate all gas use if there are specialty gases required by the works team.

# Cost estimates of action

This section of the plan aims to provide a rough idea of the cost of each action outlined above, where there is a cost involved. Note that some actions still require scoping, and further actions will come from some actions listed here (e.g., a fleet transition plan provides information to then act on).

*Table 4. Cost estimates for emissions reduction actions*

<b>Landfilled waste</b>		
Action	Cost	Notes
Develop Waste Management Strategy	To be scoped or staff time by Waste Officer	This action will provide strategic direction for waste reduction efforts in the Brighton municipality.
Comprehensive kerbside waste audit	To be scoped	Ongoing measurement and waste audits will be important for developing targeted campaigns and monitoring changes over time.
Targeted waste campaign or education program	To be scoped or staff time by Waste Officer	It would be ideal for this to be a collective effort by councils in the south of Tasmania, particularly around getting organics out of landfill (for those who offer FOGO) or improving recycling practices.
Creation of Waste Officer role	Up to \$150,000 per year	There is a lack of staffing for the coordination of waste management, yet there is also a great opportunity for waste reduction across the municipality. Waste reduction will lead to both financial and emissions savings. This role could also take on tasks, such as developing the Waste Management Strategy, that would otherwise be contracted to a consultant.
<b>Fleet fuel</b>		
Action	Total cost	Notes

Fuel efficient driver training	To be scoped	This action should be repeated every 1-2 years. Kingborough Council has previously had success reducing fuel use with a course like this. It is likely that the course would pay itself back with the litres of diesel saved.
Fleet transition plan	\$28,000 + GST	The fleet transition plan will identify the most economical and effective way to electrify the fleet. It will outline the costs and savings associated with electrification, the infrastructure required for an electric fleet, and provide actions that can be included in the long-term financial plan and asset management plan. A fleet transition plan will be completed in the first half of 2026.
<b>Electricity</b>		
Action	Total cost	Notes
Energy Audit	\$15,000 for top 6 energy consuming buildings	Energy audits will identify opportunities to reduce energy use, improve energy efficiencies, and consider the benefit of solar/battery installation at each site. The energy audits will provide the foundations for all future energy upgrades. An energy audit has been completed for the Council Chambers in 2025.
Upgrade final 10% of streetlighting	To be scoped	Need more information on the previous bulk light changeover and why not all were completed. May not be worth doing based on cost per tonne of abatement.
Virtual solar sharing	Not currently available with Aurora.	Allows businesses with multiple locations to share the benefits of solar energy generation across their different sites. If one location produces more solar energy than it uses, that excess can be used to offset the energy consumption of another location, reducing overall energy costs.
Solar installation	~\$484,000 to meet current demand	The current renewable energy gap of 550,000kWh is roughly the equivalent of an additional 440kW solar system. If the cost of solar installation is approximately \$1,100 per kW, it would cost \$484,000 to install the amount of solar required to generate enough electricity for council use. This is a quick estimate that does not account for the addition of battery storage and whether there is the physical space for this amount of solar.

Purchase accredited Green Power from Aurora	An additional 6.023 cents / kWh (inc GST) = \$33,000 per year for current usage	For 550,000kWh, that would be an additional \$33,000 per year. However, this would only be used to bridge any gap between generation and consumption after all other actions are taken so the cost would be much lower. The price of Green Power may vary over time but is hopefully trending downwards.
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## Organic Waste

Action	Total cost	Notes
Purchase carbon credits to offset all emissions	~\$40/tonne CO <sub>2</sub> -e = \$4,000 per year	If we can divert a further 900 tonnes of organic material, or 16% of current landfilled waste, to the organic waste stream, emissions will increase to 100 tCO <sub>2</sub> -e annually.

## Gas

Action	Total cost	Notes
Electrify hot water system at Pontville Pavilion	\$152,000 (+GST)	Almost two thirds (63%) of all gas used by Council is at the Pontville Pavilion, both from the hot water system and the kitchen. This action has already been budgeted for and will go a long way to reduce emissions from gas.
Electrify Fergusson changerooms	To be scoped	Approximately a quarter of all gas used by Council is from the Fergusson Oval changerooms.
Electrify Gunn Oval changerooms	To be scoped	Just less than 10% of all gas used by Council is from the Gunn Oval changerooms.
Electrify Veterans Memorial Hall kitchen	To be scoped	This is currently not included in Council's emissions as the gas is used and paid for by the lessee of the hall. However, it accounts for a very small amount (<2%) of gas used at Council facilities.
Remove gas connections at Welly Park Sports Ground and Thompson Oval Changeroom	To be scoped	No gas bills for either of these sites during FY2023/24 but are listed on Supagas invoice as having a 210kg LPG bottle.

# What is possible?

Based on current emissions, it is useful to consider what might be feasible in the next five years and what will be left to do to reach net zero by 2035. This section presents a likely scenario for Brighton Council based on some rudimentary calculations. The actual outcome in 2030 is highly dependent on many different factors and could easily be under- or over-achieved based on the willingness to invest in emissions reductions and the level of commitment from Council to take the required actions.

## All emissions

### To 2030

Table 5 below gives an indication of a possible scenario for Brighton Council by 2030. This includes eliminating all emissions from gas and electricity to meet the target of 100% renewable electricity by 2030. It also includes a 30% reduction in emissions from fleet fuel, largely from the electrification of the Council Chambers vehicles, as well as efficiency gains in some Depot vehicles and plant. Finally, it includes a 20% reduction in emissions from landfilled waste, largely from improved waste sorting practices that shift organics and recyclables from general waste bins to their dedicated bin. This will slightly increase organic waste emissions as a result. Importantly, this reduction in waste emissions is only likely to be realised if there is a dedicated staff member focused on waste management and reduction.

*Table 5. Possible emissions reductions from 2025 to 2030 for Scope 1, 2 & 3 emissions*

Emissions Source	2025 emissions (tCO <sub>2</sub> -e)	2030 possible emissions (tCO <sub>2</sub> -e)	Change from 2024 to 2030 (tCO <sub>2</sub> -e)	% change from 2024 to 2030
Gas	22	0	-22	-100%
Fleet Fuel	260	182	-78	-30%
<b>Scope 1 total</b>	<b>282</b>	<b>182</b>	<b>-100</b>	<b>-35%</b>
Electricity	82	0	-82	-100%
<b>Scope 2 total</b>	<b>82</b>	<b>0</b>	<b>-82</b>	<b>-100%</b>
Landfilled waste	6,211	4,968	-1,242	-20%
Organic waste	59	100	+41	+72%
<b>Scope 3 total</b>	<b>6,270</b>	<b>5,068</b>	<b>-1,201</b>	<b>-19%</b>
<b>Total emissions</b>	<b>6,634</b>	<b>5,250</b>	<b>-1,384</b>	<b>-21%</b>

If total emissions in 2030 were 5,250 tCO<sub>2</sub>-e, this would be a reduction of 6,420 tCO<sub>2</sub>-e since 2021, equating to a 55% reduction in emissions. As can be seen in Figure 3 below, this would leave Brighton Council short of its 85% emissions reduction target by 3,500 tCO<sub>2</sub>-e.

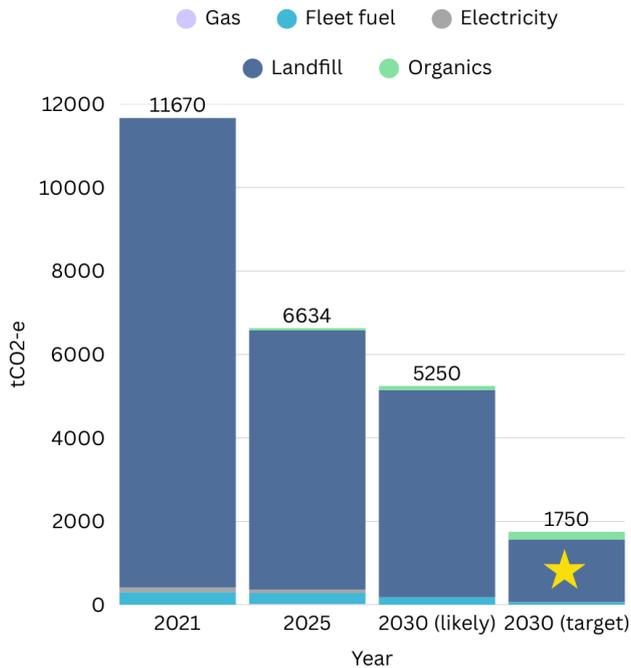


Figure 3. Scope 1, 2 & 3 emissions over time with likely and target emissions for 2030

## Beyond 2030

In the likely scenario for 2030, the remaining emissions are largely from waste. To reach net zero by 2035 these would need to be eliminated. However, as waste is a source of emissions that is not easily controlled by the Council, it is difficult to see a path to net zero emissions without carbon offsets. At a price of approximately \$40 per Australian Carbon Credit Unit (equivalent to offsetting one tonne of carbon), this would be a significant cost to Council.

## Scope 1 & 2 emissions

### To 2030

It is possible that by 2030, fleet fuel will be the only remaining source of Council's Scope 1 and 2 emissions.

Table 6. Possible emissions reductions from 2025 to 2030 for Scope 1 &amp; 2 emissions

Emissions Source	2024 emissions (tCO <sub>2</sub> -e)	2030 possible emissions (tCO <sub>2</sub> -e)	Change from 2024 to 2030 (tCO <sub>2</sub> -e)	% change from 2024 to 2030
Gas	22	0	-22	-100%
Fleet Fuel	260	182	-78	-30%
<b>Scope 1 total</b>	<b>282</b>	<b>182</b>	<b>-100</b>	<b>-35%</b>
Electricity	82	0	-82	-100%
<b>Scope 2 total</b>	<b>82</b>	<b>0</b>	<b>-82</b>	<b>-100%</b>
<b>Total emissions</b>	<b>364</b>	<b>182</b>	<b>-182</b>	<b>-50%</b>

If Scope 1 and 2 emissions in 2030 were 182 tCO<sub>2</sub>-e, this would be a reduction of 182 tCO<sub>2</sub>-e since 2021, equating to a 50% reduction in emissions. As can be seen in Figure 4 below, this would leave Brighton Council short of its 85% emissions reduction target by 119 tCO<sub>2</sub>-e.

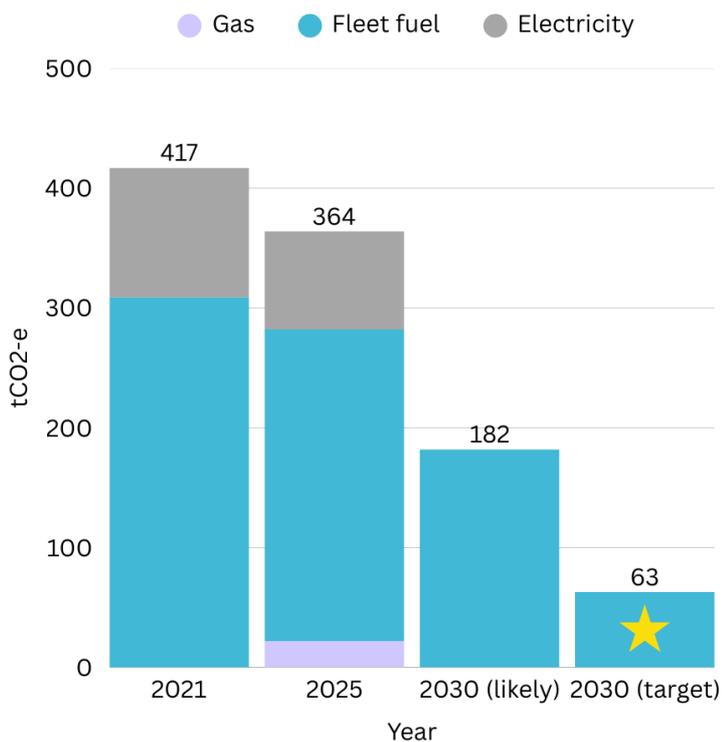


Figure 4. Scope 1 &amp; 2 emissions over time with likely and target emissions for 2030

## Beyond 2030

In the likely scenario for 2030, the remaining emissions are all from fleet fuel. A fleet transition plan will be able to determine whether it is possible to reach zero emissions by 2035, and at what cost. Importantly, the availability and cost of different electric vehicles, trucks, and plant is likely to change rapidly and require frequent review. While real zero emissions is preferred, carbon offsets may be a feasible option to reach net zero by 2035 for any remaining emissions from fleet fuel.

# Timeline for actions

Emissions source	Action	Owner	Timeframe	Status	Progress summary
Landfilled Waste	Create a dedicated Waste Officer role at Council	CEO / Assets Director	2026	In progress	A role has been created, with the recruitment process underway
	Develop a Waste Management Strategy for Brighton Council	Assets Director / Waste Officer	2026-27	Not started	
	Conduct a more comprehensive audit on kerbside bins	Assets Director / Waste Officer	2027	Not started	
	Develop a targeted waste campaign or education program	Assets Director / Waste Officer	2027-28	Not started	
	Collaborate with other southern councils on effective messaging around waste reduction and correct disposal	Assets Director / Waste Officer	Ongoing	Not started	
	Discuss carbon credits from gas capture at Copping with Southern Waste Solutions and opportunities for purchasing them or reducing the sale of them over time	Assets Director / Waste Officer	When possible	Not started	
Fleet	Develop a fleet transition and infrastructure plan	Climate Officer	2026	In progress	A consultant has been engaged to do this work, with a plan to be complete by May 2026
	Set transition targets for the electrification of the fleet	CEO / Climate Officer	2026	Not started	Will likely follow the completion of the Fleet Transition Plan
	Strengthen the vehicle procurement policy	Corporate Services Director / Climate Officer	2026	Not started	Will likely follow the completion of the Fleet Transition Plan

	Identify opportunities to avoid or reduce fuel consumption	CEO / Directors / Climate Officer / Manager Works Services	Ongoing	Not started	
	Provide fuel efficient driver training to staff who operate trucks and large vehicles	Climate Officer / Manager Works Services	2026-27	Not started	
	Understand staff perceptions of electric vehicles and the barriers to uptake, then address these and socialise the use and benefit of electric vehicles	Climate Officer	2026-27	Not started	
Electricity	Conduct an energy audit on each major council owned asset and implement cost effective energy saving measures	Climate Officer	2025-29	In progress	Energy audit has been conducted for the Council Chambers building. The next energy audit should be for the Civic Centre.
	Replace the final 10% of streetlights with LED and ensure all new streetlights are installed with the most energy-efficient technology.	Climate Officer / TasNetworks	By 2030	Not started	
	Identify opportunities for solar and battery installations that result in the most economical abatement.	Climate Officer	Ongoing	In progress	
	Consider implementing virtual solar sharing and investigate potential benefits of participating in a virtual power plant.	Climate Officer / Corporate Services Director	If/when available	Not started	
	Produce and/or purchase renewable energy equivalent to the amount of all remaining electricity consumption after solar installations OR investigate	Climate Officer / Corporate Services Director	By 2030	Not started	

	the potential for a power purchase agreement (with other councils)				
	Ensure all new built assets include solar panels (and a battery where relevant).	Climate Officer / Assets Director	Ongoing	Not started	
Organic Waste	Utilise The Great Unwaste campaign and promote it through the municipality	Climate Officer	2026	Not started	
	Purchase carbon credits to offset organic waste emissions	Climate Officer	2035	Not started	
Gas	Electrify all gas connections where possible	Climate Officer / Assets Director	By 2030	In progress	Electrification of hot water system at Pontville Sports Complex is due to be completed by the end of 2026
	Ensure that no new assets are built with gas connections	Climate Officer / Assets Director	Ongoing	Ongoing	