Brighton Council

Emissions Inventory Report FY24/25

Prepared by Milly Burgess

November 2025

Brighton going places

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. kutalayna 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.

Executive Summary

This Emissions Inventory Report provides a detailed account of Brighton Council's greenhouse gas emissions for the 2024/25 financial year. It also highlights progress towards Council's emissions reduction target of 85% by 2030 on 2021 levels, and net-zero emissions by 2035. The inventory includes Scope 1 emissions from fleet fuel and gas, Scope 2 emissions from electricity, and Scope 3 emissions from municipal-wide waste management.

In 2025, Brighton Council's total corporate emissions was 6,634 tonnes of carbon dioxide equivalent (tCO_2-e). Most of these emissions were from landfilled waste (94%), followed by fleet fuel (4%), electricity (1%), organic waste (1%), and gas (<1%). Since the baseline year of 2021, corporate emissions have gone down by 5,036 tCO_2-e or 43%. However, in the last year emissions have increased by 400 tCO_2-e (6%). The uptick of emissions in the last year must not become a trend if Council is to meet its ambitious climate goals. Together, this inventory forms a solid base for Brighton Council's climate initiatives and promotes clear, data-driven actions in pursuit of a low-emissions future.

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Introduction

Preparing an emissions inventory is the process of identifying and measuring greenhouse gas (GHG) emissions emitted by an entity, in tonnes of carbon dioxide equivalent (tCO_2-e). The purpose of preparing an annual inventory is to track emissions over time, identify opportunities to reduce emissions, and to enable reporting on emissions, either voluntarily or under mandatory reporting schemes.

An emissions inventory for Brighton Council has previously been completed in partnership with the Southern Councils Climate Collaboration for the financial years 2020 to 2022 and by the Brighton Council Climate Officer for the 2024 financial year. This current emissions inventory for the 2025 financial year is compared to the chosen baseline year of 2021, as well as 2024, to track emissions over time. It measures the greenhouse gas emissions produced through the operation of the Council, which is comprised of emissions from fleet fuel, gas, electricity, and waste. The inventory does not include emissions generated in the provision of goods and services to the council, aside from waste.

This report outlines the methodology used to produce the emissions inventory, it presents the results of the inventory, and discusses how emissions have changed over time, as well as ways to reduce emissions. Together, this report assists Council to track progress on its commitment to achieve an 85% emissions reduction on 2021 levels by 2030, and net-zero emissions by 2035.

Methodology

This section of the report outlines the methodology used to prepare the emissions inventory and the standards and principles that underpin it. Providing a clear description of the methodology ensures that the inventory can be replicated.

Accounting and Reporting Principles

As with financial accounting, generally accepted GHG accounting principles are intended to underpin and guide the preparation and reporting of emissions inventories. The principles in Table 1 below are outlined by the *Greenhouse Gas Protocol Corporate Accounting and Reporting Standard* and have guided the process of preparing Brighton Council's corporate emissions inventory and this report. These principles are globally accepted and ensure the reported information represents a true and fair account of GHG emissions. The methodology section of this report largely addresses these principles and enables the replication and comparison of Brighton Council's corporate emissions over time.

Table 1. Principles outlined by the GHG Protocol

Principle	Description
Relevance	• Match reporting to the needs of the audiences (internal and external)
Completeness	• Include all emission sources within the inventory boundary • Disclose and justify any specific exclusions
Consistency	• Use consistent methodologies to allow comparison over time • Transparently document any changes • Recalculate baseline when changes affect it
Transparency	• Be factual and clear • Leave an audit trail • Disclose all relevant assumptions, methodologies, and data sources
Accuracy	• Be accurate within reason

Standards

In addition to the above principles, this emissions inventory has generally been prepared in line with the GHG Protocol Corporate Standard. GHG Protocol establishes comprehensive global standardised frameworks to measure and manage greenhouse gas emissions from private and public sector operations, value chains and mitigation actions. It is the world's most widely used greenhouse gas accounting and reporting standard for companies and governments.

Inventory Boundary

An inventory boundary identifies the gases, emission sources, geographic area, and time span covered by a GHG inventory. In this case, the assessment boundary includes all seven Kyoto Protocol GHGs (expressed as carbon dioxide equivalent) occurring within the geographic boundary of Brighton Council, as well as waste disposal occurring out-of-boundary. The inventory covers a continuous 12-month period from 1 July 2024 to 30 June 2025.

Inclusions

Scope 1 and 2 emissions have been included in this inventory as well as one source of Scope 3 emissions. These are gas use in buildings, and petrol and diesel use in the vehicle fleet (Scope 1 emissions); electricity use in Council owned or managed assets (Scope 2 emissions); and the disposal or treatment of waste managed by Council (Scope 3 emissions). For more information about emission scopes, see Appendix A.

Exclusions

Some sources of emissions have been excluded from the inventory boundary. Table 2 below outlines what has been excluded and the reason for this.

Table 2. Exclusions to the inventory boundary

Exclusion	Reason
Electricity / gas usage paid by a third party	This generally occurs when a Council owned building is leased by a third party and that third party pays for their electricity or gas use. In this case, emissions should not be attributed to the Council.
Fuel purchased for Jobs Hub vehicles on fuel card	The Jobs Hub pays for this use so emissions should not be attributed to the Council.
Fuel not purchased on a fuel card	The data for this is not easily available and it is unlikely that fuel purchased via another method would meet the 1% materiality threshold.*

* An emissions source that constitutes 1% or more of the total carbon account is material. For an emissions inventory of Brighton's size, the materiality threshold is 69 tCO_2-e per annum.

Further items that have not been calculated in this emissions inventory but may be included in future inventories include:

- Hard rubbish collection
- Refrigerants
- Specialty gases used by the depot
- Prior landfill sites owned by Council
- Other scope 3 emissions such as business travel, employee commuting, office supplies, and construction materials

Calculations

A Corporate Greenhouse Inventory Tool was purpose built for Southern Councils by Todd Houstein from the consultancy branch of Sustainable Living Tasmania in 2025. This tool was designed to automate the calculations required to complete the inventory, with minimal updates required to it over time. Table 3 below provides the methodology for the calculations used in the tool to complete this inventory. Note that while the method for calculating emissions should not change over time, the emissions factors themselves may change and these need to be updated in the Inventory Tool annually.

Table 3. Methodology for emissions calculations by emissions type

Emissions type	Method	Emissions factor (kg CO_2-e/unit)
Fleet Fuel - Petrol	Litres x emissions factor	2.3126
Fleet Fuel - Diesel	Litres x emissions factor	2.7217
Electricity (grid)	kWh x location-based emissions factor	0.15
Gas	Litres x emissions factor	1.55742
Landfilled Waste	Tonnes x methane commitment emissions factor	1598.027115
Organic Waste	Tonnes x emissions factor	46

Emission Factors

The specific emissions factors used for the inventory have been built into the Corporate Greenhouse Inventory Tool mentioned above. A sheet in the Tool outlines each emissions factor and the source of that factor. Generally, the source is the National Greenhouse Accounts Factors, which are published by the Department of Climate Change, Energy, the Environment and Water each year, as well as the NGER (Measurement) Determination 2008.

Sources of data

Table 4 below indicates where the raw data for the calculations have come from. Where data needed to be amalgamated (e.g., where there were monthly invoices) an additional spreadsheet was used to calculate the annual totals.

Table 4. Source of data for each emissions type

Emissions source	Data source
Fleet Fuel	Monthly invoices from Ampol, BP and United
Electricity (including solar generation & export)	Provided directly by Aurora (includes street lighting and solar export)
Gas	Monthly invoices from Supagas
Landfilled Waste	Spreadsheet maintained by Asset Services with monthly collection tonnages
Organic Waste	Spreadsheet maintained by Asset Services with monthly collection tonnages

Results

This section of the report presents the results of the calculations provided in the methodology section. Emissions data is presented in a wholistic and systematic way to allow for useful interpretation of emissions sources together, separately, and compared with the 2021 (baseline) and 2024 (most recent inventory) results.

Summary of 2025 emissions

Brighton Council's total corporate emissions for the 2024/25 financial year (henceforth 2025) was **6,634 tCO_2-e**. Emissions are most significantly from landfilled waste (94%), followed by fleet fuel (4%), electricity (1%), organic waste (1%), and gas (<1%) as can be seen below in Table 5.

Table 5. Breakdown of emission categories and their contributions to the overall emissions output

Emissions source	Activity data	Unit	Emissions (tCO_2-e)	% of total emissions
Gas	14,345	Litres	22	<1%
Fleet Fuel	98,126	Litres	260	4%
Scope 1 total			**282**	**4%**
Electricity	545,982	Kilowatt hours	82	1%
Scope 2 total			**82**	**1%**
Landfilled waste	6,231	Tonnes	6,211	94%
Organic waste	1,278	Tonnes	59	1%
Scope 3 total			**6,270**	**95%**
TOTAL			**6,634**	**100%**

Waste

Waste is the largest source of Council's emissions at a total of **6,270 tCO_2-e**. This is a combination of emissions from landfilled and organic (food and garden) waste collected from municipal-wide kerbside bins and the Brighton Waste Transfer Station.

Table 6. Emissions from waste by type

Waste	Waste collected (t)	Emissions (tCO_2-e)	% of waste emissions	Emissions avoided (tCO_2-e)
Landfilled	6,231	6,211	99%	N/A
Organic	1,278	59	1%	1,206
TOTAL	7,509	6,270	100%	1,206

As can be seen in Table 6 above, organic waste makes up almost a fifth of the total tonnage of waste collected, but only accounts for 1% of waste emissions. This is because of the higher emissions factor for landfilled waste compared with organic waste that is composted. Therefore, by collecting organic waste separately via the FOGO bin, Council has avoided 1,206 tCO_2-e.

Fleet fuel

Fleet fuel is the second largest source of Council's emissions at a total of 260 tCO_2-e. Emissions from fleet fuel are generated by council owned vehicles and plant. Eighty-five percent of fleet fuel emissions are from the use of diesel, with the remaining 15% from petrol, as can be seen below in Table 7. Not only does council consume far more diesel than petrol, but diesel also has a higher emissions factor. This means that for every 100 litres of fuel consumed, diesel generates 40kg CO_2-e more than petrol.

Table 7. Emissions from fleet fuel by fuel type

Fleet Fuel	Fuel use (L)	Emissions (tCO_2-e)	% of fuel emissions
Petrol	16,315	38	15%
Diesel	81,811	222	85%
TOTAL	101,502	260	100%

Table 8 below shows that more than three quarters of all fuel is consumed by vehicles and plant at the Depot and Waste Transfer Station, with just over a fifth of fuel consumed by Council Chambers vehicles.

Table 8. Fleet fuel consumption by fuel type and location

Location	Diesel (L)	Petrol (L)	Total fuel use (L)	% of total fuel use
Council Chambers	10,471	10,746	21,217	22%
Depot / WTS	70,617	5,545	76,162	78%
SES	723	24	747	<1%
TOTAL	81,811	16,315	98,126	100%

Aside for fuel used for oval maintenance, the largest consumers across all sites are heavy vehicles and plant, including three trucks and the backhoe. Together the top five fuel users make up almost a quarter of fleet fuel emissions, as can be seen in Table 9 below.

Table 9. Largest fuel consumers across the fleet

Vehicle / Fleet Fuel Card	Diesel (L)	Emissions (tCO_2-e)	% of total emissions
F20 Fuso Fighter Tipper	5,781	16	6%
F185 Backhoe	5,505	15	6%
F51 Isuzu Medium Tipper Truck	4,193	11	4%
F22 Mitsubishi Fuso Canter	3,817	10	4%
Depot - Ovals	3,494	10	4%
TOTAL	22,790	62	24%

Electricity

Electricity is Council's third largest source of emissions at a total of 82 tCO_2-e. Emissions are produced from metered electricity used by council owned assets and unmetered street lighting in the municipality. Table 10 below shows that Council assets account for just over 70% of emissions from electricity use, where street lighting accounts for just under 30%.

Table 10. Emissions from metered vs unmetered electricity

Electricity	Electricity use (kWh)	Emissions (tCO_2-e)	% of electricity emissions
Metered (council assets)	386,683	58	71%
Unmetered (street lighting)	159,299	24	29%
TOTAL	545,982	82	100%

As can be seen in Table 11, the top five electricity consuming sites across the municipality in 2025 were the Civic Centre, Council Chambers, Pontville Regional Sports Complex, the Works Depot and the Jobs Hub. Together the top five sites account for almost two thirds of all electricity emissions.

Table 11. Emissions from top 5 electricity consuming sites

Name	Address	Electricity use (kWh)	Emissions (tCO_2-e)	% of total electricity emissions
Civic Centre	25 Greenpoint Rd, Bridgewater	123,885	19	23%
Council Chambers	1 Tivoli Rd, Old Beach	93,984	14	17%
Pontville Regional Sports Complex*	325 Brighton Rd, Pontville	70,898	11	13%
Works Depot	2 Cobbs Hill Rd, Bridgewater	34,375	5	6%
Jobs Hub	371 Brighton Rd, Pontville	21,128	3	4%
TOTAL		344,270	52	63%

*Includes all metres at the complex except the Pavilion as the building is leased.

Solar

In addition to the electricity that is drawn from the grid, Council also has four solar PV systems that generate renewable electricity. This electricity is used on site and excess generation is fed into the grid. Table 12 below shows the estimated generation from the four solar sites and the recorded export to the grid from Aurora. Using the same location-based methodology as electricity, approximately 25 tCO_2-e have been avoided due to the total electricity generated by the solar systems.

Table 12. Solar generation and export by site

Name	Address	Capacity (kW)	Generation (kWh)*	Emissions avoided (tCO_2-e)	Export (kWh)	Emissions avoided (tCO_2-e)
Council Chambers	1 Tivoli Rd, Old Beach	69.5	86,875	13	23,538	3.5
Depot	2 Cobbs Hill Rd, Bridgewater	30	37,500	5.5	17,061	2.5
Civic Centre	25 Green Point Rd, Bridgewater	26.5	33,125	5	2,628	0.4
Old Beach Community Hall	86 Jetty Rd, Old Beach	6	10,195	1.5	1870	0.3
TOTAL		132	167,695	25	45,097	6.7

*Some estimation was required to calculate the generation figure. See explanation in Appendix C.

Gas

Gas is the smallest source of Council's emissions, with a total of 22 tCO_2-e. Emissions are generated from three council owned buildings that use liquified petroleum gas. Table 13 shows that all gas use is from the various changerooms at the Brighton Regional Sports Complex (325 Brighton Rd, Pontville), with almost 60% of total gas use attributed to the Brighton Football Oval (the Pavilion).

Table 13. Emissions from gas by building

Name	Address	Gas use (L)	Emissions (tCO_2-e)	% of total gas
Brighton Football Oval (the Pavilion)	325 Brighton Rd, Pontville	8,350	13	59%
Fergusson Oval Changerooms	325 Brighton Rd, Pontville	4,641	7	32%
Gun Oval Changerooms	325 Brighton Rd, Pontville	1,354	2	9%
TOTAL		14,345	22	100%

Comparison to baseline

The purpose of completing an annual emissions inventory is to track progress towards Council's emissions reduction target of 85% by 2030 on 2021 levels, and net-zero by 2035. Table 14 below compares emissions from 2021 and 2025 to see what change has occurred over that time.

Table 14. Comparison of Scope 1, 2 & 3 emissions from 2021 (baseline) to 2025 (current)

	2020/2021 (baseline)		2024/2025 (current)		Change from baseline	
Emissions Source	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	Emissions change (%)
Gas	0	0%	22	<1%	+22	N/A
Fleet Fuel	309	3%	260	4%	-49	-16%
Scope 1 total	**309**	**3%**	**282**	**4%**	-27	-9%
Electricity	108	1%	82	1%	-26	-24%
Scope 2 total	**108**	**1%**	**82**	**1%**	-26	-24%
Landfilled waste	11,252	96%	6,211	94%	-5,041	-45%
Organic waste	1	0%	59	1%	+58	5800%
Scope 3 total	**11,253**	**96%**	**6,270**	**95%**	-4,983	-44%
TOTAL	11,670	100%	6,634	100%	-5,036	-43%

The table shows that emissions from all sources, aside from gas and organic waste, have decreased since 2021. This has resulted in an overall reduction in emissions by 5,036 tCO_2-e or 43%.

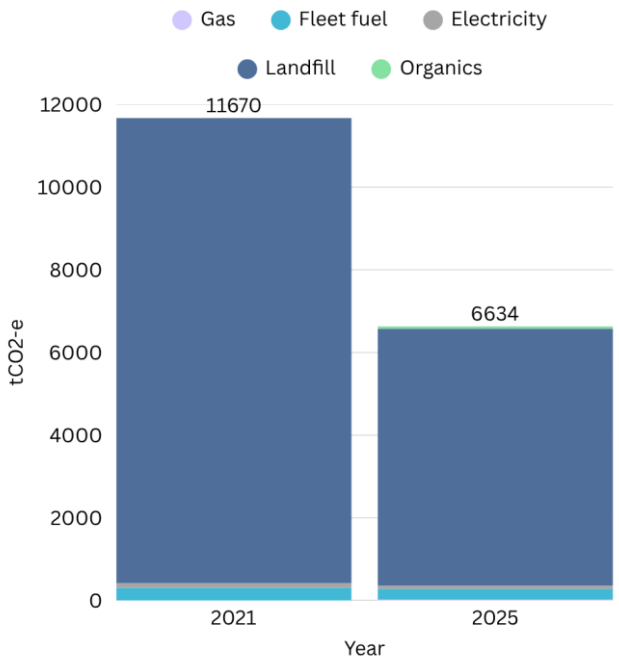

Figure 1. Comparison of Scope 1, 2 & 3 emissions over time

The majority of this reduction has come from landfilled waste, which has decreased by 5,041 tCO_2-e since 2021. Smaller emissions reductions have come from fleet fuel (49 tCO_2-e) and electricity (26 tCO_2-e). Emissions from both gas and organic waste have increased from 0 and 1 tCO_2-e in 2021 to 22 and 59 tCO_2-e respectively, in 2025.

If we consider Scope 1 and 2 emissions only, the overall emissions reduction from 2021 to 2025 is 53 tCO_2-e, which equates to an 13% reduction, as can be seen in Table 15 below.

Table 15. Comparison of Scope 1 & 2 emissions from 2021 (baseline) to 2025 (current)

	2020/2021 (baseline)		2023/2024 (current)		Change from baseline	
Emissions Source	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-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%
TOTAL	417	100%	364	100%	-53	-13%

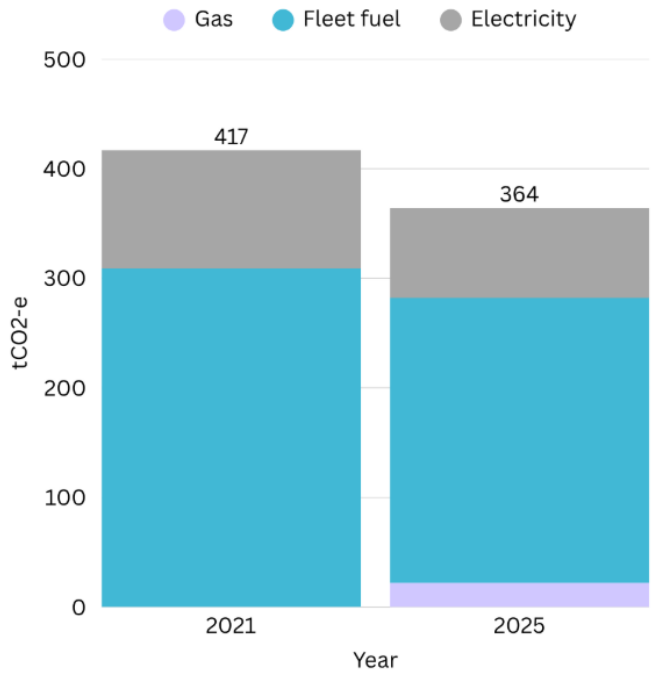

Figure 2. Comparison of Scope 1 & 2 emissions over time

Comparison to 2024

It is also useful to track year-on-year trends and understand any changes from the last emissions inventory calculated for the 2023/24 financial year.

Table 16. Comparison of Scope 1, 2 & 3 emissions from 2024 (last year) to 2025 (current)

	2023/2024 (last year)		2024/2025 (current)		Change from last year	
Emissions Source	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	Emissions change (%)
Gas	22	<1%	22	<1%	0	0%
Fleet Fuel	251	4%	260	4%	+9	+4%
Scope 1 total	**273**	**4%**	**282**	**4%**	**+9**	**+3%**
Electricity	75	1%	82	1%	+7	+9%
Scope 2 total	**75**	**1%**	**82**	**1%**	**+7**	**+9%**
Landfilled waste	5,828	94%	6,211	94%	+383	+7%
Organic waste	58	1%	59	1%	+1	+2%
Scope 3 total	**5,886**	**95%**	**6,270**	**95%**	**+384**	**+7%**
TOTAL	6,234	100%	6,634	100%	+400	+6%

The table shows that emissions from all sources, aside from gas, have increased since last year. This has resulted in an overall increase in emissions by 400 tCO_2-e or 11% since 2024.

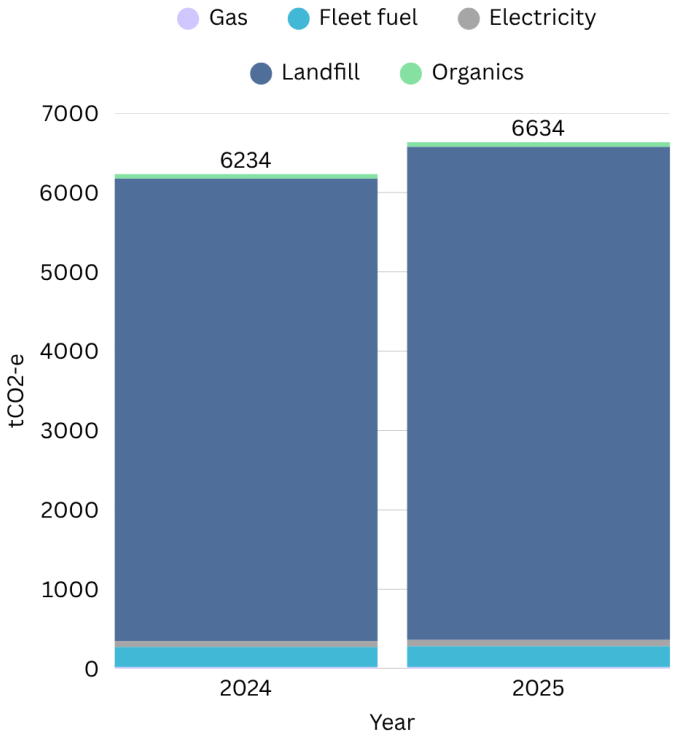

Figure 3. Comparison of Scope 1, 2 & 3 emissions over time

The majority of this increase has come from landfilled waste, which has risen by 383 tCO_2-e since last year. Smaller emissions increases have come from fleet fuel (9 tCO_2-e), electricity (7 tCO_2-e) and organic waste (1 tCO_2-e). Emissions from gas did not change from last year.

Discussion

The results show that progress to reduce corporate emissions has been made since 2021. However, some of these gains were lost in this financial year, with most emissions sources increasing since 2024. The discussion will focus on understanding these increases and how they can be minimised moving forward. For further analysis on the emissions reductions since 2021, please view the 2023/24 Emissions Inventory Report. For Council's roadmap to net-zero, please view the Corporate Emissions Reduction Plan

Waste

Landfilled waste

The results show that emissions from landfilled waste have increased by 7% since the 2024 inventory. This is a result of kerbside collections increasing by 621 tonnes (11%) in 2025. While some increase is expected due to the municipality's growing population, this does not fully explain such a large increase. Therefore, tonnages should be monitored throughout the next year to see if there is a consistent upward trend in landfilled waste and further investigations done if required.

Organic waste

The results show that emissions from organic waste have increased only marginally in the last year, which could be explained by the growing population or expected fluctuations in waste tonnages from year to year.

Reducing waste emissions

This year's increase in landfilled waste tonnages underscores the importance of prioritising actions that reduce waste, not only for emissions reductions but also to cut costs to the Council and the community. The increase of 621 tonnes of landfilled waste equates to an additional $28,000 being spent on the Landfill Levy alone. With the Levy set to increase in the 2026/27 financial year by a further ~$20 per tonne, there is a clear financial incentive to start reducing landfilled waste now. To do this, Council needs to resource a dedicated Waste Officer position to develop and implement a Waste Management and Engagement Strategy for the municipality. Without a dedicated role such as this, little improvement is likely to be seen.

Fleet Fuel

The results show that emissions from fleet fuel have increased by 7% since last year. While petrol consumption decreased by 9%, diesel consumption rose by 11%. The replacement of a petrol vehicle with a hybrid vehicle, as well as the electrification of some gardening tools helps to account for some of the reduction in petrol. In comparison, an increased workload at the Depot, leading to greater use of diesel consuming plant and vehicles, is likely to be the reason for the increase in diesel consumption.

Reducing fleet fuel emissions

As workload continues to increase with a growing municipality, so too will emissions from fleet fuel unless there is a shift towards electric and low emissions vehicles. To do this in the most efficient way, Council should set transition targets for the fleet, develop a transition plan, and strengthen the vehicle procurement policy.

Electricity

The results show that emissions from electricity have increased by 9% since last year. However, electricity consumption has decreased by 12% or 75,513 kWh. This is because unlike most other emissions sources, the emissions factor for electricity changes from year to year depending on the average emissions intensity of the electricity grid in Tasmania. For the current financial year, the location-based emissions factor for Tasmania was 0.15, compared with 0.12 in the previous year. If the emissions factor had stayed the same, there would have been a 13% reduction in emissions. Therefore, while the increase in emissions is not desirable, the reduction of electricity use is positive.

The reduction in electricity use is largely from street lighting and the top five electricity consuming sites. The replacement of over 25 high pressure sodium lights with more efficient LED lights explains the reduced consumption from street lighting. However, there is no clear explanation for the reduction in electricity use at the top consuming sites.

Reducing electricity emissions

To continue reducing electricity use and thus emissions, Council should conduct energy audits on the top energy consuming sites to identify opportunities to reduce electricity use. In line with this, an energy audit was conducted on the Council Chambers building in June 2025 and the implementation of recommendations should result in lower electricity consumption in the 2026 inventory. Once electricity has been reduced as much as possible across site, Council should identify opportunities for producing and storing renewable energy on site (i.e., via solar and batteries) and finally, consider purchasing green electricity for all remaining electricity consumption.

Gas

The results show that emissions from gas have stayed the same over the last year. The only difference between 2024 and 2025 was slightly less gas use at the Pavilion and slightly more at the Fergusson Oval change rooms.

Reducing gas emissions

The use of gas is a significant cost to Council, at over $26,000 this year alone excluding GST and service fees. Therefore, there is a financial case for the electrification of current gas connections. In the 2025/26 financial year, the hot water system at the Pontville Pavilion will be electrified, which will begin this transition. However, Council should plan for the electrification of all connections in the coming years and ensure no new assets are built with gas.

Limitations

While great care has been taken to develop the emissions inventory according to best practice carbon accounting, there are some limitations that should be acknowledged. First, some caution should be taken when comparing the current emissions inventory to the baseline year in 2021. This is because: a) it was completed by a different person; and b) there is not a clear audit trail from 2021, so it is possible there are differences in the inventory boundary and the methodology used. A second limitation is that aside from waste, this inventory does not account for other scope 3 emissions such as business travel, employee commuting, office supplies, and construction materials. This is something that can be improved in the next inventory and built on over time.

Appendices

Appendix A: Emissions Scopes

The three emissions scopes (1, 2 and 3) are a way to categorise and understand where a company's greenhouse gas emissions originate. The image below provides a visual representation of the different emissions scopes, while Table 17 provides a description of each scope and the types of emissions sources in each.

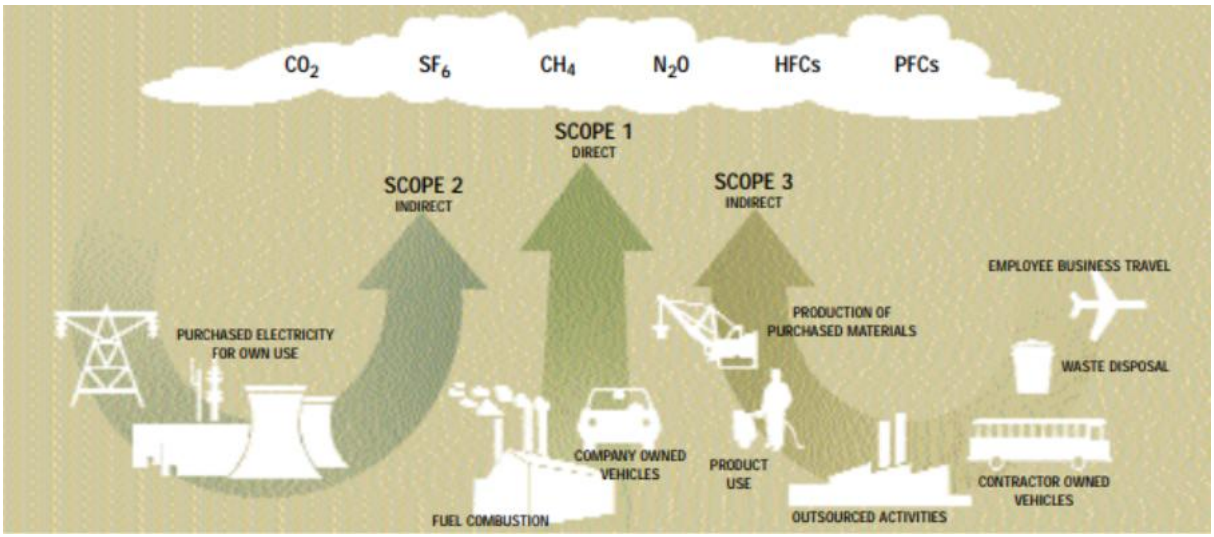

Table 17. Description of emissions scopes from the GHG Protocol

Scope	Description
Scope 1: *Direct GHG emissions*	Direct GHG emissions occur from sources that are owned or controlled by the company, for example, emissions from combustion in owned or controlled vehicles.
Scope 2: *Electricity indirect GHG emissions*	Scope 2 accounts for GHG emissions from the generation of purchased electricity consumed by the company. Purchased electricity is defined as electricity that is purchased or otherwise brought into the organizational boundary of the company. Scope 2 emissions physically occur at the facility where electricity is generated.
Scope 3: *Other indirect GHG emissions*	Scope 3 is an optional reporting category that allows for the treatment of all other indirect emissions. Scope 3 emissions are a consequence of the activities of the company, but occur from sources not owned or controlled by the company. Some examples of scope 3 activities are extraction and production of purchased materials; transportation of purchased fuels; and use of sold products and services. As Brighton Council does not own or manage the facilities where waste collection is taken, emissions from this source are considered Scope 3.

Appendix B: Electricity and gas use excluded from calculations

The electricity meters in Table 18 below were excluded from the boundary as they were all connected to buildings that were leased, and the lessee paid the electricity bill in full.

Table 18. Electricity meters excluded from Council's emissions inventory

NMI	Address	kWh
8000236089	2A EDDINGTON ST BRIDGEWATER TAS 7030	14,113
8000136181	371 Brighton RD Pontville TAS 7030	4,452
8000292983	1 BEDFORD ST BRIGHTON TAS 7030	59,476
8000002568	325 Brighton RD Pontville TAS 7030	94,226
8000135075	85 GUNN ST BRIDGEWATER TAS 7030	27,779
8000132156	25 OLD MAIN RD BRIDGEWATER TAS 7030	12,883
8000293955	205 Brighton RD BRIGHTON TAS 7030	788
8000136080	205 Brighton RD BRIGHTON TAS 7030	1,940
TOTAL		215,657

Gas use at 25 Old Main Rd, Bridgewater was also excluded from calculations as the building was leased, and the lessee paid the gas bill in full. Gas use at this address was 364L during the inventory period.

Appendix C: Calculations for solar generation

Table 19 below provides the calculations that were used to determine the solar generation of each solar system, where a solar monitoring system was unavailable or where the data was incomplete or incorrect.

Table 19. Calculations used to determine solar generation by site

Solar Location	Explanation of generation calculations
Council Chambers	The online data monitoring portal was not functioning for most of the year. Therefore, total generation was estimated by multiplying the power rating of the system (i.e., 69.5kW) by 1,250, which is a standard way to calculate solar generation in Tasmania. 69.5kW x 1,250 = 86,875 kWh
Works Depot	The solar system at the works depot is not connected to an online data monitoring portal. Therefore, total generation was estimated by multiplying the power rating of the system (i.e., 30kW) by 1,250, which is a standard way to calculate solar generation in Tasmania. 30kW x 1,250 = 37,000 kWh
Civic Centre	The online data monitoring portal had been configured incorrectly since installation, so no accurate data was recorded until the issue was resolved in December 2024. Therefore, total generation was estimated using the above calculation of the power rating of the system by 1,250. 26.5 kW x 1250 = 33,125 kWh

Appendix D: Assumptions about Copping

To accurately calculate emissions from landfilled waste, several factors need to be considered. These include: 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 gas capture efficiency determines the emissions avoided compared to no gas capture, while the carbon credits sold determines what percentage of emissions avoided are allocated elsewhere versus to Council. It is extremely important to include carbon credits sold as part of this equation otherwise emissions avoided are counted twice, once by Council and once by the organisation who bought the credit. The assumptions about Copping Landfill used in this equation is that gas capture efficiency is 66%, while the carbon credits sold from this gas capture and combustion process is 43%. This information has been provided by Southern Waste Solutions on 14 November 2025.