



Australian Government
Department of Industry,
Science and Resources



Emissions reduction plan update

2025–26

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Acknowledgement of Country

Our department recognises the First Peoples of this Nation and their ongoing cultural and spiritual connections to the lands, waters, seas, skies, and communities.

We Acknowledge First Nations Peoples as the Traditional Custodians and Lore Keepers of the oldest living culture and pay respects to their Elders past and present. We extend that respect to all First Nations Peoples.

Artwork credit:

DISR Journey

2024

Chern'ee Sutton

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Accountable authority sign-off

The Australian Government released the Net Zero in Government Operations in November 2023, setting out the overall approach and action required by Commonwealth entities to achieve the APS Net Zero 2030 target.

The NZGO Strategy represents a strong commitment by the Australian Government to lead by example on emissions reduction and contribute to the decarbonisation of Australia's economy.

The Department of Industry, Science and Resources is committed to the achievement of the government's APS Net Zero 2030 target in full, as per the NZGO Strategy.

The 2030 target is the target set by the government to achieve net zero greenhouse gas emissions from government operations by the year 2030. It includes scope 1 and scope 2 emissions from activities in Australia and its territories, as described in the NZGO Strategy. It applies at the aggregate level to non-corporate Commonwealth entities and those Commonwealth entities and companies who opt-in and generally covers the entirety of the entity's organisation. From an organisational perspective, this means minimising the greenhouse gas emissions that are within our control. The department is committed to the achievement of the government's 2030 target.

This emissions reduction plan describes the priorities and actions the department is taking to reduce our operational emissions and contribute to the 2030 target.



SIGNED BY ACCOUNTABLE AUTHORITY

Julia Pickworth

A/g Secretary

30 September 2026

Emissions reduction plan

Purpose

The department is implementing emissions reduction initiatives in line with the Australian Government's [Net Zero in Government Operations \(NZGO\) Strategy](#), developed by the Department of Finance.

The NZGO Strategy sets out the government's approach to achieving net zero greenhouse gas emissions from its operations by 2030, including the reinstatement of public emissions reporting.

The purpose of this emissions reduction plan (ERP) is to provide a pathway for the department to contribute to achievement of the APS Net Zero 2030 target through emissions reduction activities. The ERP encompasses both existing and new priorities and actions within the department to reduce emissions.

We have developed this ERP in accordance with the NZGO Strategy, associated guidance and relevant reporting standards for annual emissions reporting.



Governance and reporting

The ERP sets our emissions reduction targets, outlines the actions the department will deliver to meet them, and defines how we will monitor and report progress each year through annual updates.

Executive oversight is provided through the APS Net Zero Dashboard, reported to the Operations Committee twice yearly, and the Property Dashboard, reported quarterly to the Executive Board. Business areas receive updates through the National Consultative Committee, while staff climate capability is supported through Chief Sustainability Officer updates, informed by our staff-led sustainability network (EcoNet), and subject matter experts across Climate Risk, Property, Travel, and Fleet. The department also maintains ongoing engagement with the Department of Finance to validate emissions data and monitor progress against actions, supported by internal audit assurance for Annual Report disclosures.

The department recorded progress using our emissions data and other indicators relevant to our operations as defined in the ERP, including total scope 1 and scope 2 emissions (tCO₂-e) and the percentage change from our baseline year.

The department monitored electricity consumption (MWh) and energy intensity (MWh/m²) across our owned and leased sites, and the percentage of electricity matched to renewable sources (for example, GreenPower, power purchase agreements or renewable energy certificates, where applicable) to track our adherence to the NZGO Strategy Net Zero Buildings, National Australian Built Environment Rating System (NABERS) and Green Lease Schedule requirements. The department's fleet team monitored fuel usage, the proportion of low emissions vehicles (LEVs) within the fleet, and the procurement of zero emission vehicles (ZEVs) to support net zero fleet requirements.

Although scope 3 emissions actions are not required under the APS Net Zero 2030 target, the department has voluntarily undertaken a greenhouse gas assessment to establish a baseline for scope 3 emissions to enable future tracking and reporting.

Operational context

Buildings

The department operates across all Australian states and territories with about 3,575 personnel located nationwide. The department's operations are delivered across a diverse asset base of 45 properties including office accommodation, specialist laboratories, warehouse facilities and science visitor centres.

The department has 3 large special purpose National Measurement Institute (NMI) laboratories at Linfield and North Ryde (NSW) and Port Melbourne (VIC) which operate 24/7. We also have 2 public facilities: Questacon (ACT) and the Space Discovery Centre (SA). These sites have unique operational constraints that add complexity to our emission reduction efforts.

See *Appendix A: List of departmental properties* for further information.

Fleet vehicles

The department operates a fleet of approximately 86 vehicles for the purpose of undertaking regulatory and compliance services, regional business engagement and for general departmental purposes. The fleet is comprised of 70% light commercial vehicles, 24% passenger vehicles and 6% heavy commercial vehicles.

See *Appendix B: Composition of fleet vehicles* for further information.

Travel

The department participates in the Whole of Australian Government (WoAG) travel arrangements for flights, hire cars and accommodation. Where necessary, our staff undertake travel as part of official duties when other communication tools such as teleconferencing and videoconferencing are not suitable.

Engagement

In developing this ERP, the department collaborated with a range of internal and external stakeholders, including:

- Department of Finance Climate Action in Government Operations unit, to align with the Net Zero in Government Operations Strategy and Commonwealth Climate Disclosure requirements
- Department of Finance Fleet team, and internal fleet team to explore options associated with the transition to low-emissions vehicles
- Department of Finance Travel team and internal travel team, to consider options and approaches for reducing emissions associated with official travel
- portfolio entities, where applicable, to identify opportunities to address shared considerations and reduce emissions across the portfolio
- Evolve FM, property service provider (PSP).

The following divisions within the department were involved in developing the Emissions Reduction Plan:

- Chief Information Officer Division
- Chief Operating Officer Division
- Chief Finance Officer Division
- Questacon.

Emissions inventory

Baseline emissions record greenhouse gas emissions before emissions reduction measures were introduced. The baseline emissions from financial year 2022–23 are the reference point against which emissions reduction actions are measured.

The baseline emissions for this plan focus on scope 1 and scope 2 emissions, consistent with the APS Net Zero 2030 target. Electricity-related emissions were calculated using the location-based and market-based methods. The complete 2022–23 greenhouse gas emissions inventory tables for the department are presented in our [2022–23 Annual Report](#).

The tables in this section present a cumulative emissions record, commencing with the 2022–23 baseline in Table 1. Each annual update adds the latest reporting year, enabling comparison against the baseline and, where available, the previous year. This demonstrates both long-term progress from the baseline and year-on-year changes as reporting matures.

Table 1: Baseline emissions

APS Net Zero 2030 target emission sources	Baseline t CO ₂ -e	Baseline year
Total scope 1	444.46	
Natural gas	199.59	Baseline year is FY2022–23
Fleet and other vehicles	244.87	Baseline year is FY2022–23
Refrigerants	N/A	
Other energy	—	
Total scope 2	8,609.53	
Electricity (market based)	8,609.53	Baseline year is FY2022–23
Electricity (location based)	11,796.78	Baseline year is FY2022–23
Total scope 1 and scope 2	9,053.99	Baseline year is FY2022–23, using market-based electricity emission

*The figures in this table are the FY2022–23 amended emissions.

First annual update, second year of reporting

Table 2: Greenhouse gas emissions inventory and annual progress towards net zero emissions

Emission source	FY2022–23 baseline t CO ₂ -e	FY2023–24 t CO ₂ -e (2nd year)	Percentage change since baseline
Electricity (market-based approach)	8,609.53	5,416.03	-37.1%
Natural gas	199.59	156.31	-21.7%
Refrigerants	N/A	N/A	N/A
Fleet and other vehicles	244.87	258.14	5.4%
Other energy	N/A	0.84	N/A
Total t CO₂-e	9,053.99	5,831.32	-35.6%

*The figures in this table are the FY2023–24 amended emissions.

The department recorded a 35.6% reduction in combined scope 1 and scope 2 emissions in 2023–24 compared with the baseline year. The percentage change from the baseline for each emissions source is presented in Table 2.

Scope 1 (natural gas) and scope 2 (market-based electricity) emissions were significantly lower in 2023–24 than in the 2022–23 baseline year. This was primarily due to a change in reporting arrangements for the jointly occupied Lindfield site. While emissions from the site continued to occur, they were reported by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) under its National Greenhouse and Energy Reporting (NGER) boundary rather than included in the department's reported totals. The reduction reflects a change in reporting arrangements, not an equivalent reduction in actual emissions.

Emissions from refrigerants were not reported during the reporting period as the relevant data was unavailable and refrigerant reporting was optional. This will be phased in over time as emissions reporting matures.

Emissions from hire cars was not included in the 2022–23 reporting and the increase in emissions for fleet and other vehicles is due to the inclusion of emissions from hire cars in 2023–24 reporting.

Other energy is primarily attributable to diesel usage from the Industry House tenancy generator, which was not included within the reporting scope in the baseline year.

Second annual update, third year of reporting

Table 3: Greenhouse gas emissions inventory and annual progress towards net zero emissions

Emission source	FY2022–23 baseline t CO ₂ -e	FY2023–24 t CO ₂ -e (2nd year)	FY2024–25 t CO ₂ -e (3rd year)	Percentage change since baseline	Percentage change year on year (2nd vs 3rd year)
Electricity (market-based approach)	8,609.53	5,416.03	5,290.08	-38.6%	-2.3%
Natural gas	199.59	156.31	97.97	-50.9%	-37.3%
Refrigerants	N/A	N/A	N/A	N/A	N/A
Fleet and other vehicles	244.87	258.14	249.00	1.7%	-3.5%
Other energy	N/A	0.84	0.09	N/A	-89.3%
Total t CO₂-e	9,053.99	5,831.32	5,637.14	-37.7%	-3.3%

*The figures in this table are the FY2024–25 amended emissions.

The department recorded a 37.7% reduction in combined scope 1 and scope 2 emissions in 2024–25 compared to the baseline year, and a 3.3% reduction compared to 2023–24. The percentage change since baseline for each emissions source is presented in Table 3.

Natural gas related emissions (scope 1) decreased notably in the reporting year compared to 2023–24. This was due to Questacon completing its electrification works and eliminating natural gas consumption at the site. The reduction in scope 2 emissions is expected to increase over time through prioritisation of electrification and continued participation in WoAG renewable electricity purchasing arrangements.

Emissions from refrigerants were not reported during the reporting period as the relevant data was unavailable and refrigerant reporting was optional. This will be phased in over time as emissions reporting matures.

The reduction in Fleet and Other Vehicles between 2023–24 and 2024–25 relates to the changeover of 6 passenger vehicles from diesel to hybrid electric vehicles (HEV) and the sale of 2 heavy commercial vehicles. The reduction is expected to continue over time as vehicles are transitioned to LEVs.

Third annual update, fourth year of reporting

Table 4: Greenhouse gas emissions inventory and annual progress towards net zero emissions

Emission source	FY2022–23 Baseline t CO ₂ -e	FY2024–25 t CO ₂ -e (3rd year)	FY2025–26 t CO ₂ -e (4th year)	Percentage change since baseline	Percentage change year on year (3rd vs 4th year)
Electricity (market-based approach)	8,609.53	5,290.08	4,960.47	-42.4%	-6.2%
Natural gas	199.59	97.97	176.52	-11.6%	80.2%
Refrigerants	N/A	N/A	114.20	N/A	N/A
Fleet and other vehicles	244.87	249.00	207.97	-15.1%	-16.5%
Other energy	N/A	0.09	1.81	N/A	1911.1%
Total t CO₂-e	9,053.99	5,637.14	5,460.97	-39.7%	-3.1%

The department recorded a 39.7% reduction in combined scope 1 and scope 2 emissions in 2025–26 compared with the baseline year, and a 3.1% reduction compared with 2024–25. The percentage change for each emissions source is presented in Table 4.

From 1 July 2025, the department obtained operational control of the Lindfield site. In the 2022–23 baseline year, the department separately reported its proportional share of the site's electricity emissions despite not having operational control and did not claim the associated Large-scale Generation Certificates (LGCs). As a result of the change in operational control, the department is now responsible for reporting 100% of the site's emissions and claiming the associated LGCs from 2025–26.

The decrease in scope 2 electricity emissions (market-based method) is attributed to the voluntary surrender of LGCs under the agreement between DISR and CSIRO for Linfield, as well as energy efficiency initiatives implemented across several of the department's highest consuming sites such as optimising lighting schedules and the

space utilisation project at Industry House, as well as transitioning to LED lighting and supplementary air-conditioning upgrades at North Ryde.

The change in reporting parameters is also responsible for an increase in natural gas related scope 1 emissions and refrigerants.

The increase in emissions associated with other energy sources is due to improved data availability for diesel and compressed natural gas consumption across the departments highest consuming sites.

The reduction in fleet and other vehicles (scope 1) is driven by lower diesel consumption associated with reduced fleet activity.

Top 5 energy consumption sites

Baseline emission reporting showed that most of the department's emissions are scope 2 energy usage. An assessment of this usage showed that 5 sites account for over 90% of the total energy consumption.

The department will prioritise these sites when considering emissions reductions measures. Lindfield, North Ryde and Port Melbourne are NMI laboratories that have unique energy needs as they operate 24 hours a day, 7 days per week.

Table 5: Top 5 energy consumption sites FY2025–26

Item no.	Site	Property type	Energy consumption (GJ)	Contribution to portfolio (%)
1	Lindfield	NMI laboratory	33,142	45%
2	North Ryde	NMI laboratory	16,421	22%
3	Canberra	Office tenant light and power/computer centre	8,222	11%
4	Port Melbourne	NMI laboratory	7,196	10%
5	Questacon	Public building	6,441	6%
Total energy contribution to the portfolio			68,957	94%

Net Zero targets

The department is following the APS Net Zero 2030 target (details within the [Net Zero in Government Operations Strategy](#)).

The metric used to set the 2030 target is t CO₂-e (tonnes of carbon dioxide equivalent).

The 2030 target is defined in the NZGO Strategy as:

‘A target set by the Australian Government to achieve net zero greenhouse gas emissions from government operations by the year 2030.’

The objective of the 2030 target is to reduce emissions to mitigate further impacts of climate change. It applies to all non-corporate Commonwealth entities, and any corporate Commonwealth entities or Commonwealth companies that opt-in. The organisational boundary is the whole entity, unless an exemption has been agreed for security or other reasons.

The timeframe for achieving the net greenhouse gas emissions target is from 16 June 2022 to 30 June 2030.

The initial baseline as per the NZGO Strategy is the 2022–23 financial year. The initial baseline may change as additional emissions sources are included in the future.

Our specific interim targets are detailed in this emissions reduction plan.

The 2030 target is an absolute target.

The 2030 target forms part of Australia’s international climate commitments, including Australia’s nationally determined contribution under the Paris Agreement.

The 2030 target methodology has not been reviewed by a third party.

The Net Zero in Government Operations Strategy noted a 2026–27 mid-term review would be undertaken to consider overall progress to date, domestic expectations and any recommended changes to policy or strategy. If the outcomes of this review impact the 2030 target, changes would be reflected in our entity’s future disclosures.

In 2026–27, the Department of Finance will undertake a mid-term review of the NZGO Strategy to consider overall progress to date, domestic expectations and any recommended changes to the 2030 target and associated NZGO Strategy.

Interim metrics used to monitor performance are detailed within this ERP and our annual climate disclosure.

Progress against the aggregated 2030 target for the Australian Public Service, including metrics, is detailed within the [Climate Action in Government Operations Annual Progress Report](#) prepared by the Department of Finance.

During the reporting period there were no changes to the 2030 target.

The following greenhouse gas emissions are included in the APS Net Zero Emissions Reporting Framework and 2030 target:

- carbon dioxide (CO₂)
- methane (CH₄)
- nitrous oxide (N₂O)
- hydrofluorocarbons (HFCs)
- perfluorocarbons (PFCs)
- sulphur hexafluoride (SF₆)
- nitrogen trifluoride (N₃).

The 2030 target includes scope 1 and scope 2 emissions and is a net greenhouse gas emissions target.

It was not derived using a sectoral decarbonisation approach.

As part of our commitment to the 2030 target, we also commit to the relevant targets in the NZGO Strategy.

This includes:

- developing an ERP
- publishing our annual progress towards the 2030 Target, as measured by percentage of overall emissions reduction each year, in the annual updates to the ERP.

Additional interim targets are detailed in this ERP and subsequent ERPs.

[Read our previous ERP.](#)

Interim targets

The department is developing an interim target to reduce combined scope 1 and scope 2 greenhouse gas emissions relative to the 2022–23 baseline, with the target to be determined following further analysis of emissions trends and reduction opportunities.

The department will:

Deliver

- Progress practical initiatives in 2026–27 at the sites that drive most emissions, including audits, benchmarking, waste and solar investigation and smarter electricity management.

Measure

- Close the data gaps using NABERS ratings, demand management metering and contract-based reporting.
- Replace estimates with evidence.

Improve

- Revisit quantified interim targets as data matures, informed by the Department of Finance's reviews of the NZGO Strategy.

Broader climate-related targets

In support of our contribution to the 2030 target, the department has set broader climate-related targets to support reductions in operational emissions and enable delivery of the ERP. These targets focus on key emissions drivers, including:

- electricity use
- buildings
- fleet
- procurement
- travel
- organisational capability.

While not all targets are expressed as absolute emissions reductions, they are expected to deliver measurable emissions abatement over time and support progress towards net zero.

Delivery of these targets is supported through coordinated actions such as:

- transitioning to renewable electricity
- improving the energy performance of owned and leased buildings
- progressing fleet transition
- embedding emissions considerations into procurement and travel decisions.

The table below outlines the department's broader climate-related targets, including key measures, timeframes and responsible business areas as defined in the NZGO Strategy. Progress will be monitored and reported annually through ERP annual updates.



Table 6: Broader climate related targets

Category	Measure	Responsible person	Timeframe
Buildings	Investigate reducing office space and overall footprint to help improve energy efficiency.	Property and Place, COO Division	Start: 2025–26 End: Ongoing
Buildings	End-of-life asset replacement that prioritises sustainability, guided by property asset management plans.	Property and Place, COO Division	Start: 2025–26 End: Ongoing
Buildings	Improve sustainability data and reporting by embedding reporting requirements into PSP contracts.	Property and Place, COO Division	Start: 2026–27 End: Ongoing
Buildings	Prepare capital funding bids to deliver high impact sustainability initiatives.	Property and Place, COO Division	Start: 2026–27 End: 2026–27
Buildings	Develop a schedule for undertaking NABERS Energy ratings for leased office accommodation, prioritised by size and energy use.	Property and Place, COO Division	Start: 2026–27 End: 2026–27
Buildings	Engage landlords on opportunities to improve NABERS Energy ratings through base building upgrades (e.g. lighting optimisation).	Property and Place, COO Division	Start: 2026–27 Finish: Ongoing
Buildings	Work with PSP to review equipment maintenance schedules.	Property and Place, COO Division	Start: 2026–27 Finish: Ongoing
Buildings	Assess and implement EV charging infrastructure (where required and possible) to support fleet vehicles.	Property and Place, COO Division Fleet Team, CFO Division	Start: 2026–27 Finish: Ongoing
Waste	Investigate waste management and waste weighing pilot programs to improve waste diversion outcomes.	Property and Place, COO Division	Start: 2026–27 End: 2026–2027
Energy	Undertake demand management metering and network tariff optimisation to reduce electricity costs and demand charges.	Property and Place, COO Division	Start: 2026–27 End: Ongoing

Category	Measure	Responsible person	Timeframe
Energy	Conduct an energy audit at the NMI North Ryde site to identify opportunities for improved energy efficiency.	Property and Place, COO Division	Start: 2026–27 End: 2026–27
Energy	Investigate opportunities to install solar photovoltaic systems at owned and leased sites, considering lease terms and investment payback periods.	Property and Place, COO Division	Start: 2026–27 End: Ongoing
Energy	Reduce supplementary system run times where they can be optimised to reduce tenancy baseload and peak demand loads.	Property and Place, COO Division	Start: 2026–27 End: Ongoing
Energy	Implement lighting upgrades to high-efficiency light emitting diode (LED) across office fit outs.	Property and Place, COO Division	Start: 2025–26 Finish: Ongoing
Energy	Improve building management system settings to optimise operating hours and reduce after-hours energy use.	Property and Place, COO Division	Start: 2025–26 Finish: Ongoing
Energy	Transition all applicable sites to the WoAG electricity arrangement to achieve 80% renewable electricity by January 2028.	Property and Place, COO Division	Start: 2025–26 End: On commencement of WoAG electricity arrangement
Energy	Develop a plan to transition out-of-scope (small market) sites to renewable electricity by January 2028.	Property and Place, COO Division	Start: 2026–27 End: 2026–27
Water	Identify opportunities to reduce water consumption in offices (e.g. flow restrictors, improved monitoring).	Property and Place, COO Division	Start: 2026–27 End: Ongoing
Water	Assess options for point-of-use water heating and cooling to replace central plant in owned buildings.	Property and Place, COO Division	Start: 2026–27 End: Ongoing

Category	Measure	Responsible person	Timeframe
Fleet	Transition passenger vehicles requiring replacement to LEVs as the default, subject to operational requirements, to achieve a minimum target of 75% and aim for 90%.	Fleet Team, CFO Division	Start: 2025–26 Finish: Ongoing
Fleet	Assess LEV options for suitable replacements for light commercial vehicles and where appropriate move to LEV.	Fleet Team, CFO Division	Start: 2025–26 Finish: Ongoing
Travel	Continue to integrate environmental considerations into travel decisions and look at more energy efficient ways to travel with an aim to reduce emissions associated with business travel.	Travel Team, CFO Division	Start: 2026–27 End: Ongoing
Travel	Finalise updates to the departmental travel policy to align with the Australian Government Travel Policy and Resource Management Guide (RMG 424).	Travel Team, CFO Division	Start: 2026–27 End: 2026–27
Data and Reporting	Continue to improve accuracy and completeness of emissions data annually to inform future reduction measures and support annual reporting.	Property and Place, COO Division Travel Team, CFO Division	Start: 2025–26 Finish: Ongoing
ICT	Incorporate sustainability and energy-efficiency considerations into the procurement and contract management of new cloud and data centre services, including provider renewable energy commitments, emissions reporting and service efficiency measures.	ICT Business and Pipeline Management, CIO Division	Start: 2026–27 End: 2026–27

Category	Measure	Responsible person	Timeframe
ICT	Develop and implement an ICT asset lifecycle management approach that maximises asset utilisation, reuse and responsible disposal outcomes. Ensure end-of-life ICT equipment is managed through certified recycling and disposal arrangements and maximise recovery of reusable materials.	ICT Business and Pipeline Management, CIO Division	Start: 2026–27 End: 2026–27
ICT	Continue reducing print-related consumption through digital-first processes, print rationalisation and optimisation of multifunction device fleets.	ICT Business and Pipeline Management, CIO Division	Start: 2026–27 End: 2026–27
ICT	Progress preparations for the migration of ICT infrastructure to off-site data centre, and oversee the establishment of a smaller, more energy-efficient communications room at Industry House to accommodate systems that must remain on-site, reducing reliance on building water towers.	ICT Operations, CIO Division	Start: 2026–27 End: 2026–27
Procurement	Monitor and support implementation of WoAG sustainable procurement requirements through departmental procurement frameworks, guidance and capability initiatives.	Procurement and Contact Management Team, CFO Division	Start: 2026–27 End: Ongoing

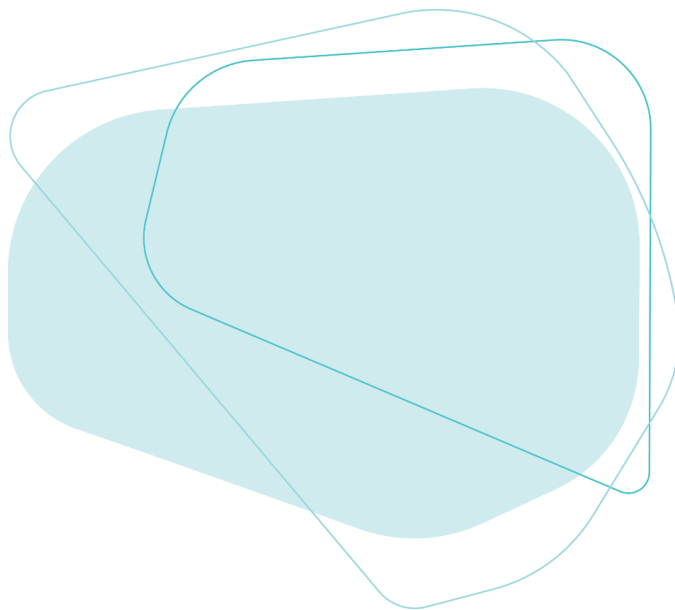
Targets may be subject to landlord cooperation, funding approval and applicable Department of Finance procurement processes and timeframes.

Priorities and actions

The department progressed implementation of priority actions identified in our [2024–25 Emissions Reduction Plan](#), with a continued focus on electricity, property and fleet emissions as the largest sources of operational emissions. Actions progressed during the year included:

- delivered energy audits at 3 of our 5 top emitting sites to identify and prioritise energy efficiency opportunities and inform future investment decisions
- optimised lighting schedules to reduce energy consumption and operating costs
- transitioned to LED lighting during maintenance cycles and fit outs to reduce energy consumption and enhance building performance
- commissioned 2 voluntary tenancy NABERS ratings to benchmark sites and identify energy efficiency opportunities
- continued the transition of the passenger vehicle fleet towards LEV and ZEV options to align with NZGO Strategy targets
- implemented the Chief Sustainability Officer triannual organisational update to engage staff and Executive on climate action initiatives, communicate progress on emissions reduction, and reinforce the importance of embedding sustainability in policy.

The department also built on strengthened enabling measures to support ongoing emissions reduction. This included improving the quality and coverage of emissions data through undertaking a greenhouse gas accounting exercise and expanding analysis to better understand scope 3 emissions sources. These activities have informed identification of additional opportunities to reduce emissions and will support refinement of future actions.



Appendix A: List of departmental properties

Building type definitions

Building type	Definition
Laboratory	A facility fitted with specialised equipment for the purpose of conducting experimental study in a science or for testing and analysis.
Land	-
Observatory	A facility with equipment for performing experimental study in astronomy or for testing and analysis of astronomical observations.
Office	A facility predominately fitted with work points, for staff to carry out office-based work.
Visitors centre	A facility that is open to the public and entertains and educates visitors.
Warehouse	A facility predominately utilised for storage purposes.

List of departmental properties as at 2 July 2026

State	Suburb	Building type
ACT	Canberra	Office
ACT	Deakin	Office/workshops
ACT	Fyshwick	Warehouse/office
ACT	Parkes	Visitors centre
NSW	Albion Park	Warehouse/office
NSW	Bathurst	Office
NSW	Callaghan	Office
NSW	Coonabarabran	Observatory
NSW	Lindfield West	Laboratory/office
NSW	Lismore	Office

State	Suburb	Building type
NSW	Londonderry	Laboratory/office
NSW	North Ryde	Laboratory/office
NSW	Sydney	Office
NSW	Tamworth	Warehouse/office
NSW	Wagga Wagga	Office
NT	Berrimah	Warehouse
NT	Darwin	Warehouse
NT	Darwin	Office
QLD	Brisbane	Office
QLD	Cairns	Office
QLD	Coolum Beach	Warehouse/office
QLD	Currajong	Office
QLD	Garbutt	Warehouse
QLD	Geebung	Warehouse/office
QLD	Maroochydore	Office
SA	Adelaide	Office
SA	Adelaide	Office
SA	Adelaide	Visitors centre
SA	Edwardstown	Warehouse/office
SA	Mount Gambier	Office
SA	Port Augusta	Office
TAS	Devonport	Warehouse/office
TAS	Hobart	Office

State	Suburb	Building type
TAS	Launceston	Office
VIC	Bendigo	Office
VIC	Keysborough	Warehouse/office
VIC	Melbourne	Office
VIC	Melbourne	Office
VIC	Melbourne	Office
VIC	Port Melbourne	Laboratory/office
VIC	South Geelong	Warehouse
WA	Malaga	Warehouse/office
WA	Geraldton	Office
WA	Perth	Office

Appendix B: Composition of fleet vehicles

Current fleet as at 1 July 2026

Type	Heavy commercial vehicle	Light commercial vehicle	Passenger vehicle	Total vehicles
Battery electric			1	1
Diesel	5	59	1	65
Hybrid electric – diesel		1		1
Hybrid electric – unleaded			17	17
Premium unleaded			1	1
Unleaded			1	1
Total	5	60	21	86

Projected fleet 30 June 2027 (based on current replacement plans)

Type	Heavy commercial vehicle	Light commercial vehicle	Passenger vehicle	Total vehicles
Battery electric			20	20
Diesel	5	57		62
Hybrid electric – diesel		1		1
Hybrid electric – unleaded			1	1
Total	5	58	21	84