



ACT
Government

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Environment, Planning and Sustainable Development Directorate

ACT EMISSIONS PROJECTIONS TOWARDS NET ZERO EMISSIONS BY 2045

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Recommended options

Development of a new Climate Change Strategy to make further progress towards net zero emissions by 2045.

- About 70% of actions in the current Strategy 2019-2025 have been delivered or are considered business as usual, with much progress achieved on remaining actions.
- The independent review of ACT Government action on climate change recommends developing a new climate change strategy.
- A new Strategy can:
 - bring together sector-specific strategies (including the Zero Emissions Vehicle Strategy, Integrated Energy Plan and ACT Circular Economy Strategy) and propose next actions under each;
 - fill known gaps with new policy actions (e.g. climate adaptation with a focus on just transition for those in our community who need it most)

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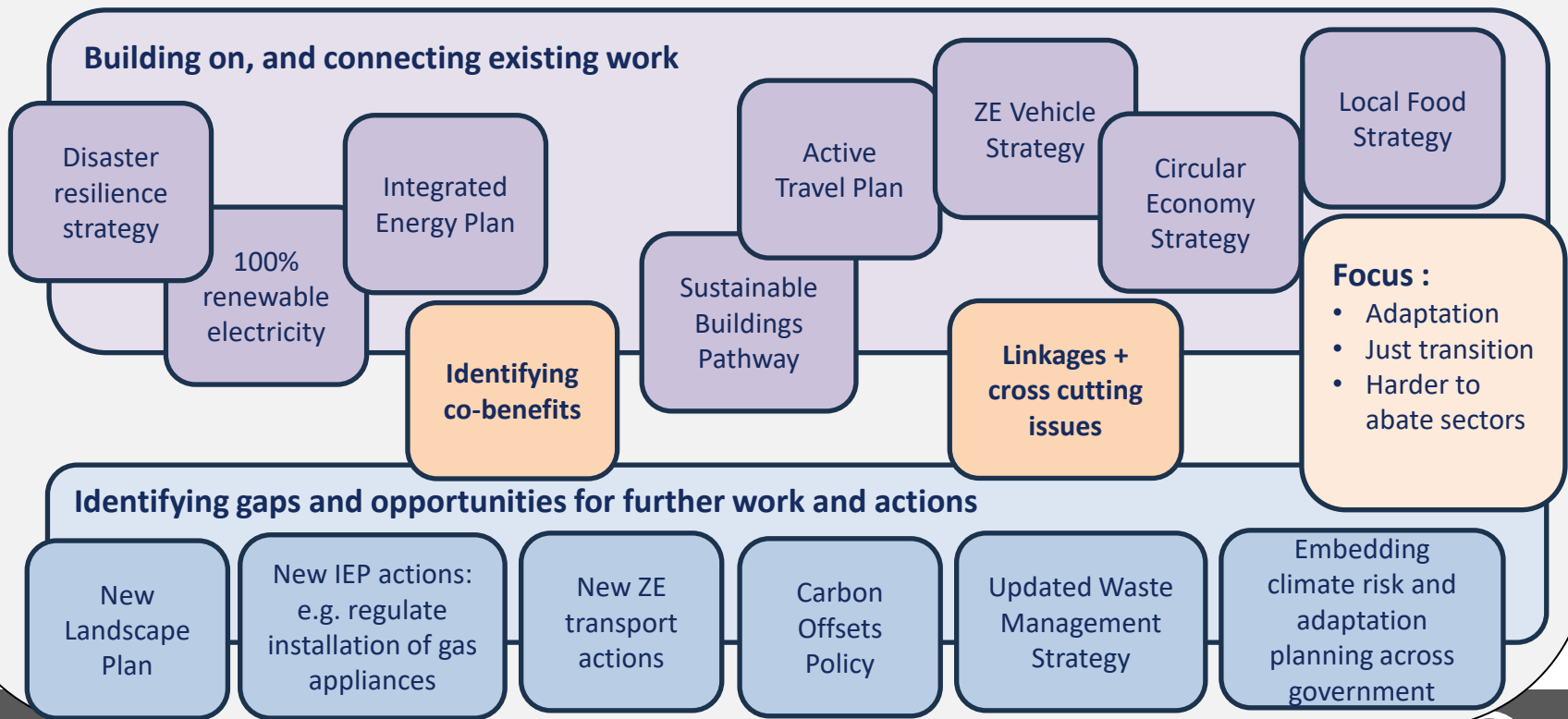
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Climate Change Strategy 2.0 Concept

Overarching framework

- One place outlining ACT's priorities and pathways for managing climate change
- Mitigation and adaptation short, medium and long term goals



Early Concept: Framework approach

Emissions Reduction Net Zero by 2045

Interim targets: 50 to 60% by 2025 | 65 to 75% by 2030 |
90 to 95% by 2040
Net-zero government emissions by 2040

[Example Action – review of emissions targets](#)



Adaptation and Resilience Resilient and sustainable Canberra now and into the future

Canberrans prepared for a 2-4 degree warmer world.
Considers resilience for heatwaves, storms, floods, bushfires
and drought as well as climate change awareness and action.

[Example Action – annual resilience indicator](#)

Framework themes

Examples of existing work and potential actions

01	People – community and businesses	Disaster resilience strategy, social recovery framework, circular economy strategy
02	Landscape, nature and water	Biodiversity and Conservation Strategy, ACT Water strategy, Climate adaptation for nature, local food strategy, Action: New Landscape Plan
03	Built environment (incl waste)	Sustainable Buildings Pathway, the Territory Plan, Infrastructure Plan and Pipeline, Action: updated Waste Management Strategy
04	Transport	ZEV strategy , Zero-Emissions transition Plan for Transport Canberra, Active Travel Plan
05	Electricity and energy	Integrated Energy Plan , Maintaining 100% Renewable Target, Action: commitment to regulate the installation of gas appliances
06	Government, institutions and economy	Climate related financial disclosures , ACT Skills Action Plan, Action: New Carbon Offsets Policy

*These are early concepts. Themes and content are likely to change with further planning and consultation.

ACT's legislated emissions reductions targets

- The *Climate Change and Greenhouse Gas Reduction Act 2010* (CCGGR Act) sets the target of zero net emissions by 30 June 2045.
- The *Climate Change and Greenhouse Gas Reduction (Interim Targets) Determination 2018* sets interim emissions reduction targets of
 - 50-60% by 30 June 2025,
 - 65-75% by 30 June 2030, and
 - 90-95% by 30 June 2040.

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Analysis of emissions sources

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Sector	Description
Gas 	• The baseline scenario accounts for the no new gas regulation that was implemented in 2023 and scenario 1 assumes the successful electrification across residential and commercial applications resulting in zero emissions in 2045. • Bottled gas may continue to generate emissions unless this is managed. • Underscores the significant contribution made by the Integrated Energy Plan to embed strong emissions reduction activities and the need to continue investment to implement the Plan.
Transport 	• Largest contributor to ACT's emissions in 2024 • Without additional policy or regulatory levers being deployed, the transport sector is expected to have some residual emissions from petrol and diesel vehicles still in use or required for specific purposes in 2045. • Opportunities include encouraging and enabling commercial and heavy vehicles to transition to zero emission alternatives as well as promoting greater mode shifting to active travel or public transport.
Waste and Wastewater 	• Waste and wastewater (161kt,19%) comprises a much greater proportion of emissions in the baseline scenario than in 23-24 (6%). • Even in a the more ambitious scenario 1 emissions remain high (126kt,30%) due to the unavoidable emissions from waste already decomposing in the ground. • Organic waste can continue to emit methane in landfill for many decades, highlighting the importance of capturing methane and taking steps to avoid organics going to landfill. • Expected to increase with a growing population.
Aviation 	• Only 2% (33kt) of ACT's emissions in 2023-24, but it becomes a large emissions source (120kt, 14%) if allowed to follow the growth in demand projected by Canberra Airport with no corresponding increase in sustainable aviation fuel. • Decarbonising aviation or rapid inter-city travel is likely to prove challenging based on a limited ability to influence. • Opportunities include government leadership, including buying power to support a decarbonising aviation industry.

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Analysis of emissions sources

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Sector	Description
Refrigerants 	• 2.5% of the ACT's emissions today. • Sources: leakage of high Global Warming Potential (GWP) refrigerants in air-conditioners, heat pumps and fridges. • Opportunities: establish guidance and/or strengthen standards to encourage the uptake of lower GWP refrigerants, which will be particularly important as the Territory transitions to all-electric.
Agriculture 	• Represents a small fraction of ACT emissions (less than 2%, 30kt) and stands to face the greatest adaptive challenges to the impacts of climate change. • Opportunities may exist to support the industry to better adapt to climate change, reduce emissions and capitalise on emerging land-based carbon abatement opportunities.
Land Use Land Use Change and Forestry (LULUCF) 	• LULUCF currently offsets a portion of ACT emissions (about -160ktCO₂e), that is, the sector absorbs more emissions than it generates. • Historically, quite variable due to changes in land use (up to +200ktCO₂e). • Could be an emissions source, rather than sink, representing a significant liability in achieving targets. • Opportunities to explore nature-based offsets within the ACT, such as new forestry plantations, soil carbon and regeneration.

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