Australian Government

Australian Maritime Safety Authority

Emissions Reduction Plan

2026 – 28

Contents

Version control

Version	Nature of changes	Approval date
V1.0	New Plan	28/04/2026

Chief Executive Officer Sign Off

In November 2023, the Australian Government launched the Net Zero in Government Operations (NZGO) Strategy, setting the approach and actions required by Commonwealth entities to achieve the APS Net Zero 2030 target.

The Net Zero in Government Operations 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.

As a Corporate Commonwealth entity, the Australian Maritime Safety Authority (AMSA) is committed to establishing climate-related targets that reflect our operational context and responsibilities in line with the NZGO Strategy.

This Emissions Reduction Plan describes the priorities and actions AMSA is taking to reduce our operational emissions and contribute to the decarbonisation of Australia's economy.

SIGNED BY AMSA'S CHIEF EXECUTIVE OFFICER

Purpose

The Australian Government's Net Zero in Government Operations Strategy (the Strategy) sets out the Australian Government's approach to achieving net zero greenhouse gas emissions from its operations by 2030 and the reinstatement of public emissions reporting.

The purpose of this Emissions Reduction Plan is to outline a clear, practical, and actionable pathway for reducing emissions across AMSA's internal operations, supporting the Government's commitment to national decarbonisation efforts.

This Emissions Reduction Plan has been completed in alignment with the Strategy, associated guidance, and in accordance with reporting standards for annual emissions reporting.

Net zero greenhouse gas emissions

APS Net Zero 2030 is the target set by the Australian Government to achieve net zero greenhouse gas emissions from government operations by the year 2030. It includes scope 1 and scope 2 emissions derived from activities in Australia and its territories, as described in the Strategy.

The APS Net Zero 2030 target applies at the aggregate level to non-corporate Commonwealth entities 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.

As a Corporate Commonwealth entity, AMSA is committed to establishing climate-related targets that reflect our operational context and responsibilities to support the APS Net Zero 2030 target.

AMSA's net zero target

AMSA has set an organisational objective to achieve net zero emissions in Scope 1 and Scope 2 by 2034.

Net zero scope

Inclusions

AMSA's net zero target covers Scope 1 and Scope 2 emissions generated from internal operational activities within Australia and its territories.

- **Scope 1 emissions** are direct greenhouse gas emissions from sources owned or controlled by AMSA. This includes emissions from combustion of fuels in:
  - fleet vehicles
- **Scope 2 emissions** are indirect greenhouse gas emissions from the consumption of:
  - purchased electricity

Exclusions

- in line with the Emissions Reporting Framework, this target excludes emissions arising from **regulatory response activities**, such as search and rescue (SAR), pollution and maritime casualty response operations, including those delivered through contracted providers as these emission fall outside AMSA's Scope 1 and Scope 2 boundary.

- Scope 1 emissions from fuel combustion in **generators** are excluded due to their minimal contribution to AMSA's overall emissions profile and the current lack of feasible mitigation options. AMSA will continue to assess emerging technologies and operational changes, with the intention of reviewing this position prior to 2034.
- **Scope 3 emissions,** which cover all other indirect emissions across AMSA's value chain (upstream and downstream, such as those associated with domestic travel), are excluded. This approach aligns with the Australian Government's APS Net Zero 2030 target, which acknowledges the indirect nature of these emissions, data limitations, and complexity in accurate measurement.

Governance and reporting

Progress against actions identified within this Emissions Reduction Plan, and any additional measures adopted, will be included in our annual reports. This, combined with annual emissions reporting, will be used as a measure of AMSA's progress towards reducing its emissions.

As part of the Net Zero in Government Operations Annual Progress Report, the Department of Finance will aggregate these measures to provide whole-of-Australian Government emissions reporting.

AMSA's operational context

AMSA operates across all Australian states and territories, with approximately 510 staff working across Australia.

Our office facilities include major hubs in Canberra, Coffs Harbour, and Brisbane, multiple regional hubs, and strategic remote hubs in locations, such as Port Hedland, Karratha, and Thursday Island. Other facilities within our portfolio include several warehouses and approximately 374 sites that operate approximately 480 marine Aids to Navigation (AtoN). Of these AtoN sites, approximately 47 are connected to mains power, with the remaining powered by solar arrangements.

To support our operations, we operate a fleet of 71 light vehicles nationwide.

Travel remains essential to AMSA's operations. In 2024-25, domestic business travel (including flights and accommodation) accounted for just under one-third of AMSA's total reported emissions, making it the second-largest contributor to our emission profile.

Recent improvements influencing AMSA's emissions

In recent years, AMSA has implemented several property and workplace changes that have contributed to reductions in emissions or improved environmental performance, even where direct emissions reductions cannot be fully measured.

Buildings

Canberra Head Office

In 2024, AMSA relocated its Canberra Head Office, reducing the overall floor space by 30%. As part of this move, AMSA introduced unassigned seating which allowed for a ratio of 2:3 workstations (two workstations for every three staff), flexible collaboration spaces, and modern end-of-trip facilities to support staff wellbeing and greener commuting.

This relocation delivered a 60% reduction in energy consumption when compared with the preceding year.

The new premises holds a Level 4 Green Star Certification, with an updated NABERS rating underway.

Melbourne office and Brisbane office

AMSA also relocated its Brisbane and Melbourne offices in 2023 and 2025 respectively, delivering spaces that promote wellbeing, collaboration, and sustainability. These offices also feature unassigned seating and modern end-of-trip facilities to support greener commuting.

The Brisbane office relocation reduced the office footprint by 33%.

This building currently holds a NABERS energy rating of 5.5 stars and a NABERS water rating of 4.5 stars.

The Melbourne office relocation reduced the office footprint by 60%.

The building currently holds a NABERS Energy rating of 2 stars, with 9% of electricity sourced from renewable energy, and a NABERS Water rating of 4 stars.

Baseline emissions

Baseline emissions are a record of greenhouse gases that have been produced in the past, prior to the introduction of any strategies to reduce emissions.

Baseline emissions from the financial year 2023-24 are the reference point against which emissions reduction actions are measured.

For the purposes of this plan, electricity-related emissions (Scope 2) are calculated using the market-based method[1]. The complete 2023-24 greenhouse gas emissions inventory tables for AMSA are presented in our 2023-24 annual report.

Baseline year	Financial year 2023-24
Scope 1 emissions	164.726 tCO_2e
Scope 2 emissions	482.987 tCO_2e
Total emissions	**647.713 tCO_2e**

tCO_2e = tonnes of carbon dioxide equivalent

[1] The market-based method shows emissions in the context of investments in different electricity products and markets, including voluntary purchases of renewable electricity. This method assigns an emissions factor of zero for investments in renewable electricity and uses a national residual mix factor to calculate emissions from any remaining electricity consumption.

The other method for estimating electricity emissions is the location-based method which shows emissions in the context of location; reflecting the emissions intensity of electricity generation within the state or territory where the business operates. The emission factors applied to this method are calculated each financial year based on electricity generation within each state and territory and take into account interstate electricity flows, where they exist, and the emissions attributable to those flows. This means electricity consumption under the location-based methods will continue to reflect state and territory gird emissions factors, which are expected to remain above zero in 2030 as Australia's electricity grid progressively decarbonises. For full transparency, location-based electricity emissions will continue to be reported in AMSA's Annual Report in accordance with the Emissions Reporting Framework.

For further information visit DCCEEW's National Greenhouse Accounts Factors: 2023.

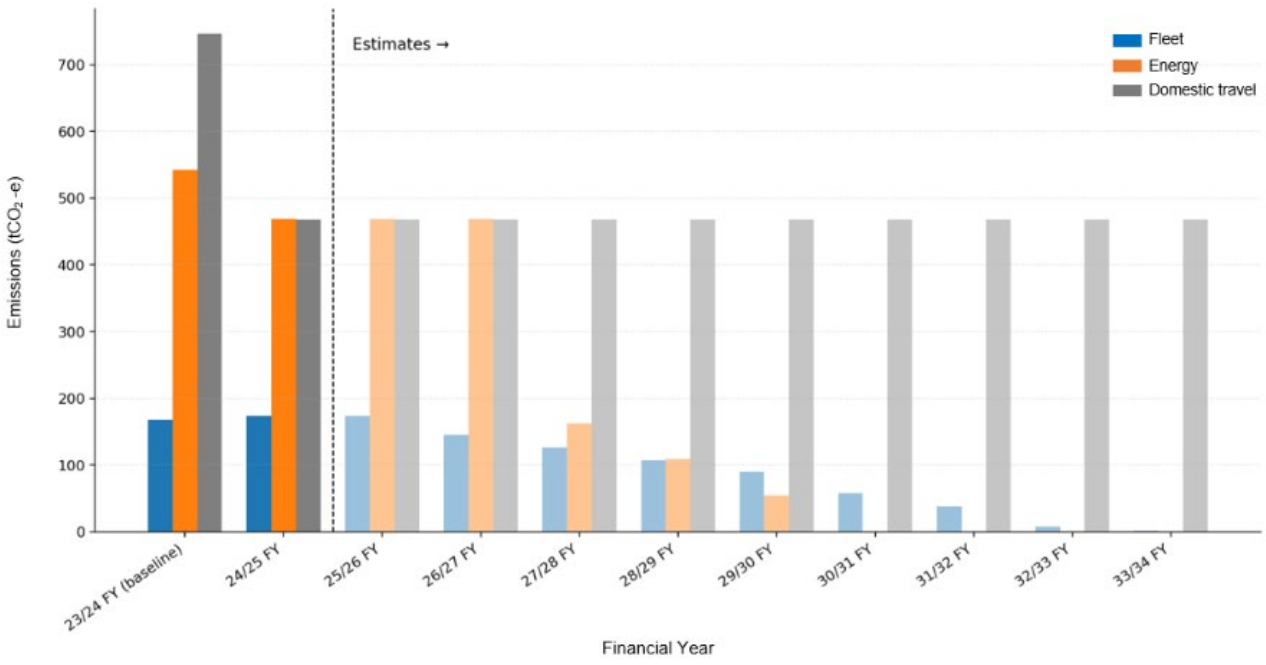
AMSA's emission profile

Understanding the composition and relative significance of AMSA's emissions sources is essential for informing future reduction actions and identifying where effort is best directed. Graph 1 presents AMSA's key emissions sources, including Fleet (Scope 1), Energy (Scope 2), and selected Scope 3 categories (domestic flights and accommodation) which represent the most material contributors to AMSA's broader emissions footprint.

While AMSA's net zero target applies to Scope 1 and Scope 2 emissions, selected Scope 3 sources are included in the profile to provide important contextual insights into AMSA's overall impact.

Graph 1 shows actual emissions (2023–2025) and projected estimates (2026–2034), showing the expected decline in Scope 1 and 2 emissions over time reflecting AMSA's reduction actions. Scope 3 emissions are currently projected to remain relatively stable, reflecting their exclusion from AMSA's net zero target, the limited influence AMSA has over these emissions, and limited targeted actions towards reducing these emissions at this time.

Graph 1: Emissions by Source: Actuals (23/24 - 24/25) and Estimates (25/26 - 33/34)



Emission reduction targets, priorities and actions

To achieve AMSA's net zero target, our current measures alone are not enough and additional, targeted action is required. Interim targets break our long-term goal into manageable steps, provide regular checkpoints, and help maintain momentum to ensure we remain on track.

The specific actions that support these targets are outlined below, along with broader initiatives that could contribute to improved environmental performance but are not directly measurable.

Table 2: Interim targets, actions, metrics and responsible area

Targets	Actions	Metrics	Lead
Fleet (Scope 1)			
75% Low-emission Vehicles (LEVs) by 2030.	• Transition internal combustion engine (ICE) vehicles to LEVs as leases end.	Percentage of fleet vehicles that are LEVs.	Property
100% Battery-electric Vehicles (BEVs) by 2034, where operationally feasible.	• Transition LEVs to BEVs as leases end.	Percentage of fleet vehicles that are BEVs.	
Energy (Scope 2)			
80% renewable electricity by 2028 for all buildings where whole-of-government electricity arrangements are available. 100% renewable electricity by 2030 where whole-of-government electricity arrangements are available.	• Transition to whole-of government renewable electricity arrangements as they become available.	Percentage of electricity sourced from renewable energy for applicable buildings.	Property
Broader initiatives: • Buildings – Right-size new office footprints – Incorporate energy efficiency into new office designs. – Target office buildings with higher NABERS ratings, where feasible. – Target buildings that offer modern end-of-trip facilities, where feasible. • Travel – Update Domestic Travel Policy to incorporate low emission travel preferences – Encourage greener commuting habits			

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