2025 Government of British Columbia Climate Progress Report

BRITISH COLUMBIA | Ministry of Energy and Climate Solutions

cleanBC

This report fulfils the requirement to prepare and make public a Climate Change Accountability Report for the Provincial Government

June 2026

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1. Introduction

The 2025 reporting year marks the 16th consecutive year that British Columbia (B.C.) has achieved carbon neutral operations across its public sector. B.C. continues to be the longest running carbon neutral jurisdiction in North America. British Columbians can be proud that their province demonstrates leadership in advancing climate action through the Carbon Neutral Government (CNG) program.

The 2025 Government of British Columbia Climate Progress Report fulfills the provincial government's reporting requirements under section 7.1 of the *Climate Change Accountability Act* for the 2025 calendar year, where "provincial government" represents a consolidation of provincial ministries and independent offices, but not Crown Corporations, health authorities, school districts, or universities and colleges.

This report provides an overview of the following for the provincial government:

- Greenhouse gas (GHG) emissions from buildings, fleet vehicles, office paper, and business travel;
- Offsets retired in relation to emissions produced to achieve carbon neutrality;
- Actions taken in 2025 to minimize emissions; and
- Plans to minimize future emissions.

The Climate Solutions Division (CSD) within the Ministry of Energy and Climate Solutions (ECS) works with the Ministry of Citizens' Services (CITZ) and other ministries to collect data and information in the preparation of this report. Throughout 2025, CITZ was responsible for providing a range of services that supported the management of provincial government buildings, vehicles, information technology and procurement. The actions and plans in this report are provided by CITZ and other ministries.

2. Provincial government emissions summary

In CleanBC and the CleanBC Roadmap to 2030, the Province of B.C. committed to reducing public sector emissions by 50% for buildings, and 40% for fleets by 2030 (relative to the 2010 baseline). While these targets apply to the provincial public sector as a whole, this report describes the provincial government's progress towards those targets.

In 2025, provincial government's total emissions were 51,984 tonnes of carbon dioxide equivalent (tCO_2e), which is 38.2% lower than the 2010 baseline and 4.3% lower than 2024 levels (Table 1 and Figure 1). Biogenic carbon dioxide emissions (bio-CO_2), which are the CO_2 emissions produced from the combustion of biogenic fuels (for example, wood waste and renewable natural gas), increased from 817 tonnes of bio-CO_2 (t bio-CO_2) in 2010 to 2,086 t bio-CO_2 in 2025 (Table 1). Consistent with international GHG reporting and

accounting protocols[a], bio-CO_2 emissions from biofuel combustion are reported separately from fossil combustion, biogenic non-CO_2 combustion, and fugitive emissions. They are not considered in progress toward public sector targets[b] nor offset under the CNG program.

Consistent with previous years' trends, buildings are the largest source of emissions, followed by fleet vehicles, business travel and office paper (Figure 2).

Table 1. 2025 provincial government emissions (2010 baseline year shown for comparison purposes)

	2010	2025	% change
Total emissions (tCO_2e)	84,150	51,984	-38%
Biogenic CO_2 emissions (t bio-CO_2)	817	2,086	155%
Total non-bio-CO_2 emissions (tCO_2e)	83,333	49,898	-40%
Total offset required emissions (tCO_2e)[c]	83,333	49,898	-40%

[a] GHG Protocol – A Corporate Accounting and Reporting Standard, page 63, available at: https://ghgprotocol.org/sites/default/files/standards/ghg-protocol-revised.pdf
The Climate Registry (2019), General Reporting Protocol Version 3.0, p. B-7, available: https://theclimateregistry.org/wp-content/uploads/2025/06/General-Reporting-Protocol-3.0_The-Climate-Registry_rev.6-5-25.pdf

[b] As of 2023, CO_2 emissions from biogenic sources are tracked but no longer included in B.C.'s total GHG emissions when measuring progress towards targets.

[c] Total offset required emissions do not include prior year adjustments. Refer to Table 4 for a summary of the adjusted offsets.

Figure 1: Change in provincial government total emissions and offset required emissions (tCO_2e)

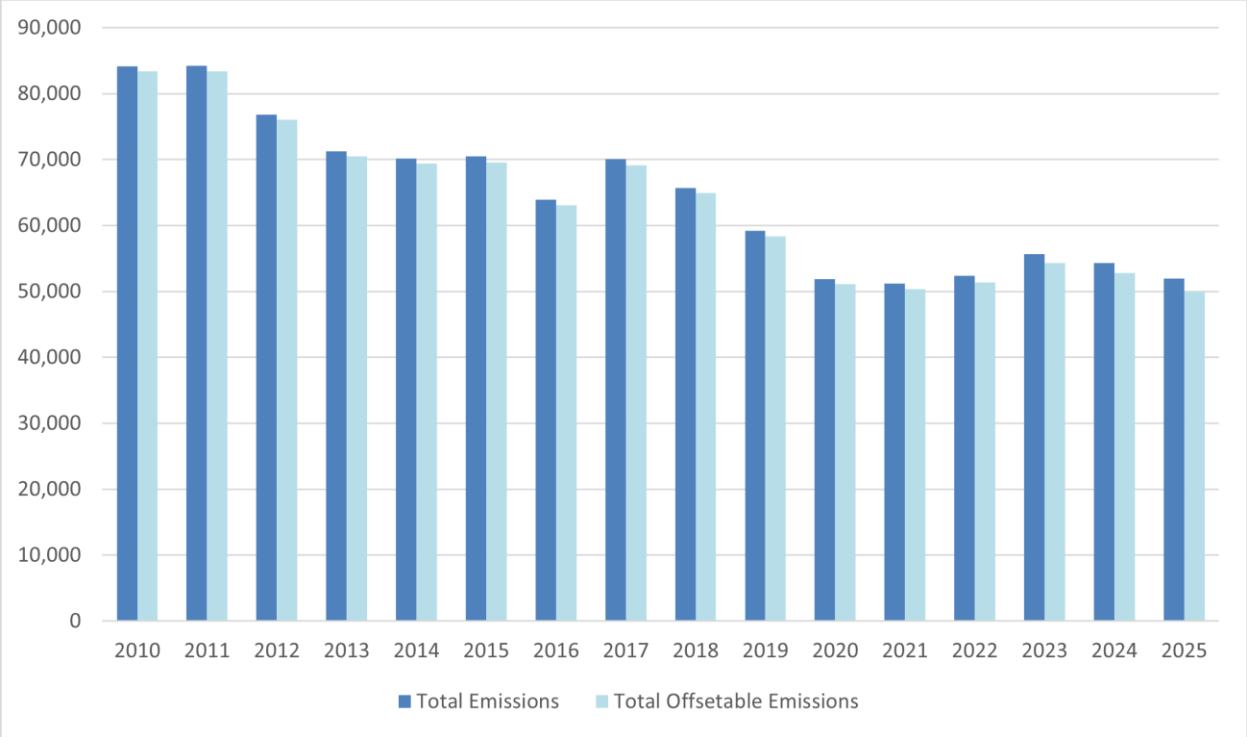
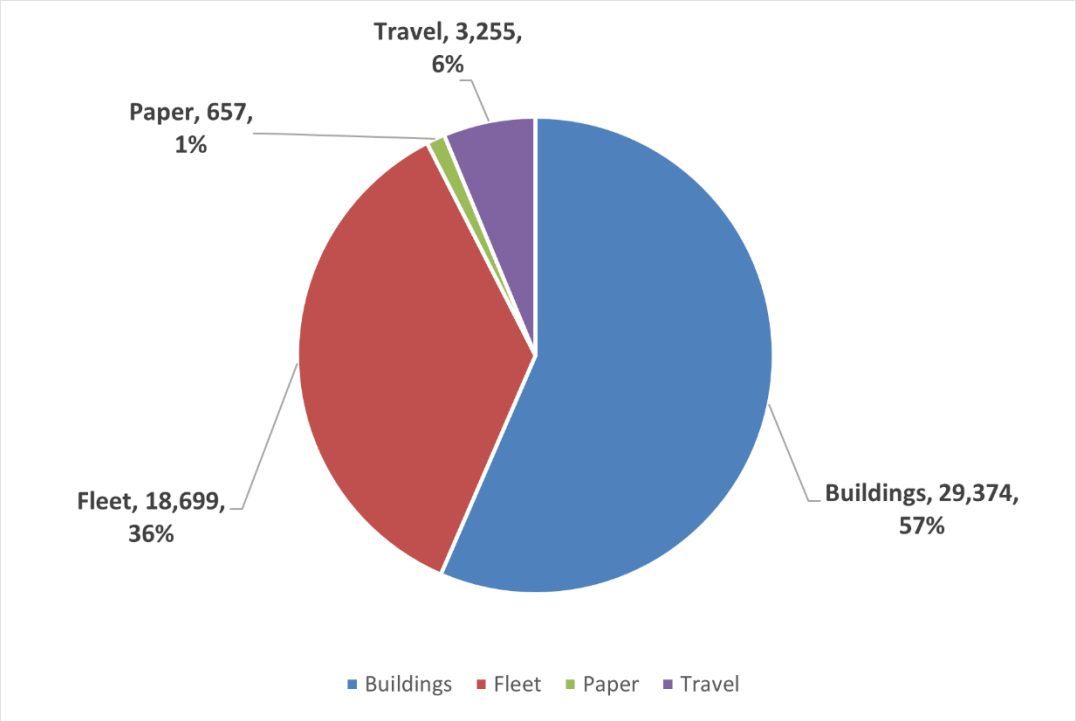


Figure 2: 2025 Provincial government total emissions by source (tCO_2e)



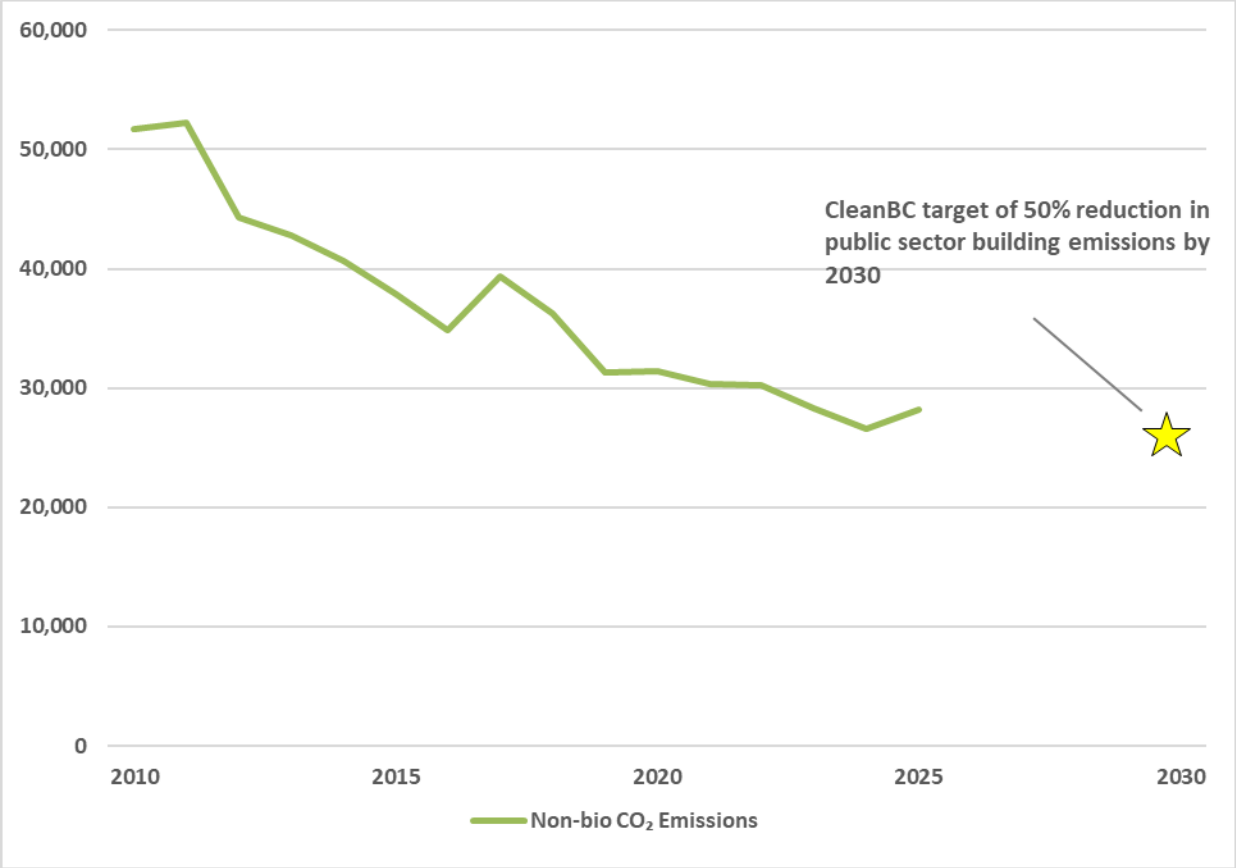
2.1 Summary of provincial government emissions by source

2025 Building emissions

In 2025, building emissions accounted for 57% of all provincial government emissions. Emissions were 43.4% lower than the 2010 baseline year but 7.5% higher compared to 2024 levels. The increase in emissions was largely driven by an increase of the Integrated Grid electricity emission factor, caused by drought conditions and increased electricity imports, and not by higher energy consumption. In fact, electricity consumption declined by 0.7%, demonstrating provincial government's ongoing efforts towards reducing energy use. Excluding biogenic CO_2 emissions, building emissions in 2025 were 45.4% lower than the 2010 baseline. The provincial government remains on track to meet the 50% CleanBC reduction target by 2030 (Figure 3).

Building emissions are anticipated to decrease in 2026 due to government's commitment to continue expanding flexible work arrangements and to consolidate office space.

Figure 3: Provincial government building emissions trend over time (non-bio-CO_2 emissions, tCO_2e)



2025 Vehicle fleet emissions

Fleet emissions in 2025 were 6.3% lower compared to 2010 and 10.5% lower compared to 2024 levels. This reduction can largely be attributed to a decrease in fuel consumption by heavy-duty vehicles and transition towards the use of fuels blended with more renewable content, such as E15 gasoline, which result in less tCO_2e than standard gasoline per litre consumed. The decreased consumption was driven primarily by reduced fuel use in Ministry of Forests vehicles operated by the BC Wildfire Service, reflecting a less severe wildfire season in 2025 compared with recent years.

While fleet emissions remain significantly off track from achieving the 40% CleanBC reduction target by 2030, the provincial government continues to make progress towards its CleanBC commitments for government fleets through policies and practices designed to prioritize the acquisition of electric vehicles where operationally feasible.

2025 Office paper emissions

Office paper emissions in 2025 were 65.5% lower compared to the 2010 baseline and 14% lower compared to 2024 levels. The reduction from 2024 reflects lower paper consumption across provincial government, with approximately 17,600 fewer packages of office paper purchased in 2025 than in the previous year.

2025 Business travel emissions

Emissions from business travel were 68.8% lower compared to the 2010 baseline and 39% lower compared to 2024 levels. These reductions reflect a combination of strengthened expenditure management controls introduced in 2025, which restricted discretionary travel and reinforced prioritization of alternatives such as virtual meetings, as well as ongoing support for virtual collaboration and hybrid working practices. Together, these measures have reduced the need for travel and helped sustain lower emissions.

2025 emissions – all sources

Figure 4 depicts the change in total emissions by source since the baseline year (2010). Table 2 summarizes the change in total emissions by source between 2024 and 2025.

Figure 4: Change in provincial government total emissions by source (tCO_2e) 2010 to 2025

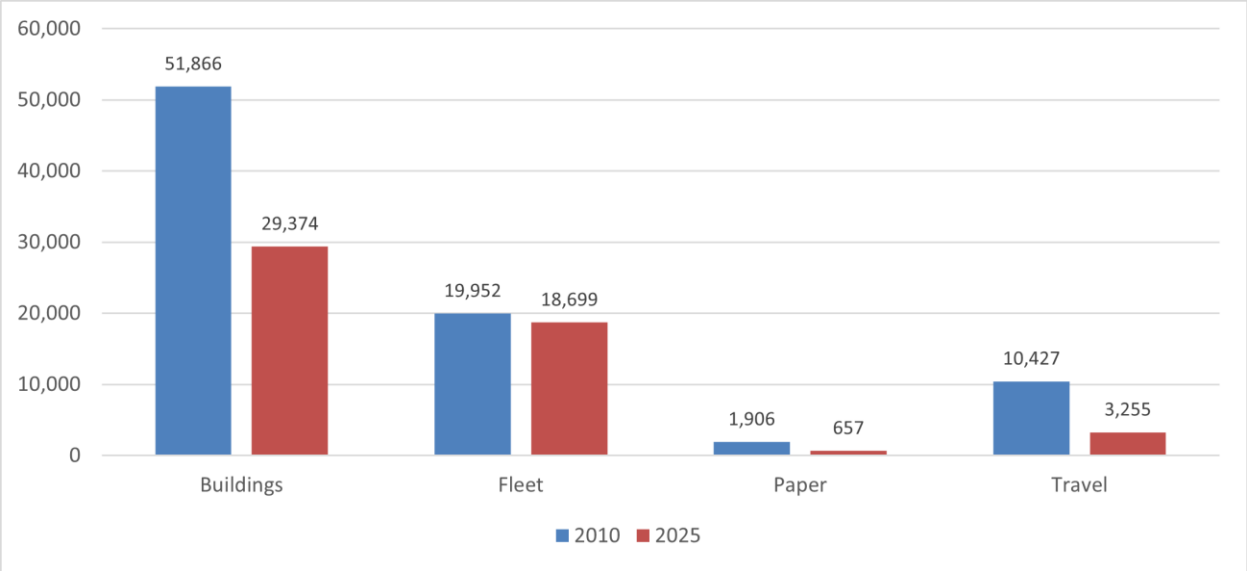


Table 2: Change in provincial government total emissions by source (tCO_2e) 2024 to 2025

Source	2024 Total emissions (tCO_2e)	2025 Total emissions (tCO_2e)	% Change from 2024	Net change from 2024 (tCO_2e)
Buildings	27,331	29,374	7.5%	2,042
Fleet	20,882	18,699	-10.5%	-2,183
Paper	764	657	-14.0%	-107
Travel	5,337	3,255	-39.0%	-2,082
Total all sources	**54,314**	**51,984**	**-4.3%**	**-2,330**

3. Building emissions

CITZ manages a portfolio of over 1,700 owned, leased and managed facilities across the province, spanning over 1.52 million square metres occupied by provincial government and the broader public sector. Provincial government buildings include offices, courthouses, correctional facilities, warehouses and labs.

To avoid double counting emissions, this report only provides information about government buildings occupied by the provincial government. For emissions information for government buildings occupied by the broader public sector, refer to other public sector organizations' (PSO) Climate Change Accountability Reports.

3.1 Emission reduction actions in 2025 – buildings

The Real Property Division (RPD), which operated within CITZ during the 2025 reporting year, is now within the Ministry of Infrastructure (INF). RPD reduces emissions in provincial government's real property assets, in line with legislated requirements. This is driven by the following energy consumption and emissions reduction goals:

- Net-zero energy consumption at provincial buildings beyond 2050;
- CleanBC's public sector climate leadership target to achieve 50% reduction in GHG emissions by 2030 relative to 2010 levels.

The provincial government also actively tracks and reduces its refrigerant emissions from stationary equipment through a leak testing program. This program detects leaks of refrigerants from stationary equipment and addresses them early, minimizing emissions. In 2025, provincial government's refrigerant emissions were 254 tCO_2e. Since this is less than 1% of provincial government's total emissions, these emissions are not reported as per the CNG program scope.

3.2 2025 Highlights from ministries – buildings

3.2.1 Energy Retrofits

Energy retrofit projects have been completed or are underway at more than 52 government buildings across the province. These projects have successfully introduced more efficient heating, ventilation, and air conditioning systems, low-carbon electrification, heat recovery systems, improved insulation and airtightness, and upgraded lighting.

3.2.2 Building consolidation

Ministries have been planning and consolidating space requirements to better reflect actual space needs. Ongoing space consolidation in Victoria has reduced office space

by nearly 25,000 square meters since January 2025, resulting in an overall reduction of almost 500 tCO_2e. When completed, Victoria's consolidation initiative is expected to reduce emissions by a further ~1000 tCO_2e annually. Similar consolidation planning efforts are underway in other communities, including Prince George, Kelowna, and across the Lower Mainland. Specifically in 2025:

- The Public Service Agency (PSA) amalgamated ten floors into three modern, efficient floors at a government-owned facility at 563 Superior Street, Victoria.
- The Ministry of Education and Child Care (ECC) consolidated staff from two buildings each in both Victoria and Vancouver to one building in each city and vacated a large warehouse to move into a smaller warehouse that is shared with another ministry.
- The Ministry of Health (HTLH) reduced its footprint by five floors in the Douglas Buildings, Victoria, consolidating operations into 1515 Blanshard Street as the Ministry's headquarters.

3.3 Future emission reduction plans – buildings

3.3.1 Carbon Neutral Capital Program

Through the Carbon Neutral Capital Program, INF ministry staff work with school districts, heath authorities and public post-secondary institutions to allocate capital funding toward energy efficient projects that lower carbon emissions in schools, health facilities and post-secondary institutions.

3.3.2 Building consolidation – 2026 and beyond

Ministry space consolidation will continue to be implemented throughout 2026, bringing further savings in energy consumption:

- The Ministry of Mining and Critical Minerals (MCM) will consolidate its office space from three floors to one at 1810 Blanshard Street, Victoria
- The Ministry of Social Development and Poverty Reduction (SDPR) is continuing to review and downsize the ministry headquarters in Victoria by about two-thirds.
- ECS will bring its Victoria-based teams into one building, reducing staff travel between locations and allowing for more efficient use of space.
- The Ministry of Public Safety and Solicitor General will begin consolidating five locations into one in the fall of 2026.

4. Fleet emissions

The Province is not on track to meet the CleanBC Roadmap to 2030 commitment to have ZEVs be 100% of light-duty vehicle acquisitions by 2027. However, the number of zero-emission vehicles (ZEVs) and hybrid electric vehicles (HEVs) in the provincial government increased by 60 and 33 respectively between January 2025 and January 2026.

4.1 Emissions reduction actions in 2025 – fleet

At the end of 2025, the provincial government had a total of 4,017 vehicles in its fleet with 6.8% being ZEVs and an additional 6.4% being HEVs. Additionally, approximately 350 electric vehicle (EV) charging stations have been installed across 99 government sites since 2018.

CSD drafted a ZEV-first approach to fleet vehicle procurement, in which ZEVs are the default option when ministries purchase or lease a light-duty vehicle. To support this approach, CSD collaborated with CITZ to restructure the annual listing of available vehicles to highlight ZEVs and their benefits towards CleanBC targets. Eight ministries voluntarily piloted the approach between September 2024 and June 2025, documenting and providing feedback on their experience. The pilot demonstrated that the ZEV-first approach effectively encourages consideration of lower-emission options and shifts procurement practices, while identifying operational barriers that limit ZEV uptake.

CITZ and CSD continue to collaborate with the broader public sector, local governments, businesses, Canadian provinces, and western U.S. states through various fleet and infrastructure working groups. This includes the Buyers for Climate Action, the Pacific Coast Collaborative Zero Emission Fleets Working Group, and the New West Partnership Vehicle Working Group. These collaborations ensure the B.C. government remains current on emerging technologies, opportunities and risks in this sector.

4.2 2025 Highlights from ministries – fleet

Ministries are continuing to electrify their fleets and increase the number of EV charging stations. In 2025:

- The Natural Resource Ministries (NRM) operated 73 ZEVs, 14 more than 2024. This is supported by 64 dedicated fleet charging stations across the province. In 2025, RPD completed the installation of three new EV charging stations at NRM locations.
- MCM purchased two fully electric Ford Lightning trucks for its inspectorate.

4.3 Future emission reduction plans – fleet

SDPR will replace at least eight vehicles with more fuel-efficient ones and install an electric charging station at their Surrey office.

5. Office paper emissions

5.1 Emissions reduction actions in 2025 and future plans – office paper

Paper emissions in the CNG program are lifecycle emissions, meaning they account for all GHG emissions over the life cycle of the paper including raw material extraction, manufacturing, and transportation. There are two ways to reduce emissions from paper:

1. Use less paper, and
2. Choose paper that has a lower carbon footprint, such as recycled paper.

Beyond the carbon footprint of the paper, there are numerous other factors to consider in selecting a sustainable paper type, including broader environmental and social considerations (e.g., responsible sourcing of materials, water footprint, etc.).

5.1.1 Reducing consumption

In 2025, all ministries continued to employ Managed Print Services (MPS), which uses double-sided printing as the default on all printing devices, and supports electronic and digital form submissions, communications, and records storage. MPS is designed to minimize paper use. Since 2017, overall print volumes have decreased from 161 million pages to 74 million—a reduction of more than half. In 2025 print volumes dropped by an additional 2 million pages, representing a 2.63% decrease from the previous year.

Continued adoption of flexible work across the B.C. Public Sector has also reduced provincial government's reliance on paper-based processes. In 2025, ministries continued to implement electronic management and filing systems. The expanded use of electronic document sharing, approvals and signatures further reduced paper consumption in 2025. Specifically, at SDPR the adoption of Direct Deposit/ Electronic Funds Transfer by clients, which reduces cheque printing and mailing, reached 189,809 or 89% of ministry clientele, compared to 174,410 or 87% of ministry clientele, in 2024.

Provincial government's plans to continue expanding the adoption of flexible work, and the continued transition to digital business processes, are expected to limit paper consumption going forward. In spring 2026, the Ministry of Agriculture and Food will be piloting a digital Environmental Farm Plan workbook to reduce reliance on paper-based materials, creating opportunities for future efficiencies.

5.1.2 Paper selection

In 2025, 90.6% of all printer paper purchased by the provincial government was virgin paper (i.e., contained 0% recycled content), which is significantly higher than provincial government's proportionate use of virgin paper in the 2010 baseline year (see Table 3). However, provincial government continues to work towards reducing its overall consumption of virgin paper. In 2025, it purchased nearly 20% less virgin paper compared to 2010. Additionally, some ministries are shifting towards paper types that are made from agricultural waste fibres, such as sugarcane bagasse. The 2025 reporting year was the first year that sugarcane bagasse paper was reported as a distinct paper type under the CNG program.[d]

Table 3: Packages[e] of paper consumed by provincial government

Paper Type	2010	2024	2025
100% Recycled	74,299	2,730	530
30-50% Recycled	136,903	12,271	8,725
0% Recycled	115,144	104,550	92,423
Sugarcane bagasse paper	-	-	290

In 2025, CITZ, in collaboration with ministries across government, developed updated Guidelines for Environmentally Responsible Procurement. These guidelines help ministry buyers make more sustainable, informed procurement choices that reduce environmental impact, including emissions. The guidelines emphasise circular economy practices and a life cycle approach to procurement that includes using less raw material (e.g., shifting away from virgin wood fibres) and incorporating recycled and waste content (e.g., shifting towards products made from recycled and/or waste fibres such as sugarcane bagasse).

In 2025, ECS continued to refine its understanding of paper impacts, including the carbon footprint of different paper types. ECS is reviewing its research findings and anticipates updating guidance for sustainable paper selection intended to help PSOs, including ministries and independent offices, make informed paper choices.

[d] Prior to 2025, alternative paper types such as sugarcane bagasse paper were reported under the CNG program as 100% recycled paper as a proxy.
[e] Each package contains 500-sheets of paper

Several ministries have already committed to more sustainable paper purchasing, such as ECC, which committed to purchasing 100% recycled paper, and INF and the Ministry of Post-Secondary Education and Future Skills, which committed to purchasing paper with at least 30% recycled content. HLTH is continuing their commitment to purchase only 100% recycled, Forest Stewardship Council-certified paper, for all 8½" x 11" white paper required for their headquarters offices.

6. Business travel emissions

6.1 Emissions reduction actions in 2025 and future plans – business travel

Many ministries maintain a 'managed travel' policy to support government's expenditure management strategy, which has an added benefit in terms of carbon footprint. Restricting discretionary travel, limiting the number of employees required on business travel, and choosing efficient travel means, all help to reduce carbon emissions. Additionally, ministries continue to leverage virtual meetings (e.g., Microsoft Teams, Zoom) as the default method for bringing employees and external partners together. These efforts have greatly decreased the need for travel and accommodations.

In addition to these actions, when travel was deemed necessary, staff were encouraged to carpool to meetings, conferences and workshops. Many ministries encourage staff to commute to meetings via public transit and active transportation.

7. Retirement of offsets

In accordance with the requirements of the *Climate Change Accountability Act* and the Carbon Neutral Government Regulation, the provincial government will arrange the retirement of offsets obligations for the 2025 calendar year, together with any adjustments reported for the prior calendar year (Table 4).

Table 4. Provincial government 2025 GHG emissions and offsets[f]

Provincial government 2025 GHG emissions and offsets	
GHG emissions created in calendar year 2025	
Total emissions (tCO_2e)	51,984
Biogenic CO_2 emissions (t bio-CO_2)	2,086
Offset required emissions (tCO_2e)	49,898
Adjustments to offset required GHG emissions reported in prior years	
Total offsets adjustment (tCO_2e)	-889
Grand total offsets for the 2025 reporting year	
Grand Total Offsets (tCO_2e) to be Retired for 2025 Reporting Year	49,009

8. Summary

This report fulfills the legislated requirement to prepare and make public a climate change accountability report for the provincial government under Section 7 of the *Climate Change Accountability Act* for the 2025 calendar year.

In 2025, provincial government experienced a 38.2% reduction in total emissions relative to the 2010 baseline. The greatest relative reductions in emissions from the 2010 baseline year are in business travel (68.8%), followed by office paper emissions (65.5%) and buildings (43.4%). In the context of the CleanBC plan and CleanBC Roadmap to 2030 commitments to reduce public sector emissions, this 2025 Climate Progress Report demonstrates progress and planned actions for building emission reductions, as well as the need for concerted efforts to shift to ZEVs and to lower-carbon fuel options.

The actions and plans in this report reflect lessons learned and the provincial government's ongoing commitment to climate action.

[f] Due to rounding, numbers presented in Table 4 may not add up precisely to the totals reported.