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1. Reduce the cost of meeting carbon targets

1. What could be done to improve the cost-effectiveness and alignment of policies to reduce emissions across the industrial, electricity and transport sectors?

1. Home Batteries

Lessons have been derived from the successful roll-out of solar rebates through the Renewable Energy Target (RET) scheme for Small-scale Technology Certificates (STC) and Large-scale Generation Certificates (LGC) and the subsequent need to provide the Distribution Network Service Provider (DNSP) and Financially Responsible Market Participants (FRMP), the visibility and control of these rooftop solar systems.

A requirement for similar visibility of battery capacity and storage levels, and an ability to co-ordinate the asset base, should be incorporated into a battery roll-out scheme.

If this is done, it will reduce the need for expensive retrospective controls and provide networks and energy market operators with better visibility of battery storage levels. This will in turn enable better forecasting of energy supply and a more efficient operation of the market. That is, it will help for a better balance of energy supply and demand and reduce the risk of overinvestment in a regulated asset base and grid scale generation.

This should result in a more efficient market and cheaper prices for energy users.

Recommendation: In battery roll-out schemes, incorporate a requirement for Distribution Network Service Providers and Market Participants (FRMP) to be given visibility of battery capacity and storage levels.

2. Fuel efficiency

Consistent fuel efficiency standards across Australia and New Zealand will encourage supply of Electric vehicles (EV) and, in the interim as a bridge to a zero emissions vehicle fleet, lower-emission internal combustion engine (ICE) vehicles. This should be paired with a graduated, and nationally consistent, introduction of Road User Charges (RUC). For the purposes of driving consumer and business behaviour, it is not necessarily important which jurisdiction administers the RUC.

Recommendation: Implement fuel efficiency standards that are consistent across Australia and New Zealand.

2. Are there gaps in the emissions-reduction policies in the industrial, electricity and transport sectors which should be addressed?

Heavy vehicles

A 'heavy vehicle' refers to one that operates above 4.5T Gross Vehicle Mass. In the context of traditional food, liquor and general merchandise, the majority of operations are with heavy articulated vehicles (Prime Mover and Trailer) in either single or B-Double configurations.

Given much of the development of Zero Emissions Vehicles is being driven through more stringent legislation in Europe, North America and Asia it would be prudent to align Australian vehicle specifications with those jurisdictions to increase vehicle availability and therefore reduce costs.

The move to accept increased vehicle width to 2.55m, and NSW's concession on mass limits for heavy low and zero emissions vehicles operating on the state road network, are a good start. More is needed to address steer axle mass issues, and the Commonwealth could lead efforts to standardise the approach taken by all states and territories. National alignment on rules to enable the introduction of these vehicles should be an explicit element of the pathway.

Recommendation: Nationally align road and vehicle design rules to enable the introduction of heavy vehicles that have been built to meet the major global vehicle markets.

3. Are there any duplicative emissions-reduction policies in the industrial, electricity and transport sectors which could be streamlined?

The participant did not respond to this question.

2. Speed up approvals for new energy infrastructure

1. Are planning and approvals processes for large energy infrastructure taking too long? If so, what causes the most delay?

The participant did not respond to this question.

2. How can planning and approvals processes be sped up without unduly compromising regulatory standards?

The participant did not respond to this question.

3. Should clean energy projects be treated differently to other projects for the purpose of environmental and other approvals? If so, how?

The participant did not respond to this question.

4. What can be done to build local community support for new energy infrastructure projects?

The participant did not respond to this question.

5. Please outline any evidence showing the productivity benefits of faster approvals for energy projects.

The participant did not respond to this question.

3. Encourage adaptation by addressing barriers to private investment

1. What are the barriers and enablers impacting decisions by owner-occupiers, landlords and developers about how housing is built and updated over time so that it is resilient to the effects of climate change?

The participant did not respond to this question.

2. What information do people need to make decisions about where to live, how to build and how to upgrade their homes to appropriately factor in climate change?

The participant did not respond to this question.

3. What are the most cost-effective retrofitting options for improving the resilience of Australia's existing housing stock? What are their costs and benefits?

The participant did not respond to this question.

4. What role might minimum standards play in ensuring the resilience of Australia's housing stock?

The participant did not respond to this question.

5. The impacts of climate change are being factored into the regulation of where and how houses are built in different ways around Australia. What does leading practice look like? Where is there room for improvement? Are there lessons we can learn from other countries?

The participant did not respond to this question.