



Name: Heavy Vehicle Industry Australia (HVIA)

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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?

The participant did not respond to this question.

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

The heavy vehicle industry's transition to net zero will take time, but more than anything it will take a coordinated and determined effort across industry, all levels of government, and relevant stakeholders. There are currently gaps in policy to support our transition, including suitable infrastructure and a consistent policy and regulatory environment to allow us to make the required investments. The overarching issue on many policies in our space is the federated nature of Australian laws. In transport, states and territories often have different policies, and there is the added complication of local government also playing a role in the regulation of heavy vehicles.

Consistent policy will demonstrate to the international community (including OEMs – original equipment manufacturers – and investors) that Australia is a market open to LZEHV, thereby increasing options for trucking operators, and potentially bringing the cost of LZEHV down.

Below are specific topics where productivity, and hence emissions efficiency, can be improved through policy and regulatory changes.

Low and Zero Emission (from the tailpipe) Heavy Vehicles (LZEHV)

In terms of the business case barriers facing truck operators in switching to LZEHV, they are:

- Low margin businesses
- LZE vehicles cost considerably more than ICE vehicles
- They need a network of charging/refuelling infrastructure
- LZEHV have less guaranteed access (weight limits differ across states, territories, and local roads)
- LZEHV have a technical pay-load penalty due to the weight of batteries or fuel cells
- Range anxiety
 - o Electric vehicle charging stations/hydrogen refuelling stations often only cater to passenger vehicles, or are not optimally located to support existing high-volume freight routes
 - o Aligning charging with statutory driving hours – drivers must manage fatigue, safety, and logbook requirements

We need assistance from Government to address the business case barriers, address the infrastructure issues, and provide a consistent approach to policy and regulation

from the states and territories, supported by national leadership. It is also vital that local government be included in the decision-making process as they too have responsibility for roads and bridges.

Charging and Refuelling Infrastructure

If the Government wants to support the staged roll out of LZEHV's we need a plan for the progressive development of the required charging and refuelling infrastructure. This plan needs to be clearly articulated and funded and supported by all levels of government. This will allow operators confidence that they can reliably access the energy required to conduct their business.

If operators can only confidently use LZEHV's by charging at their own sites (back to base charging), it eliminates many players from using LZEHV's. Efficiency would be greatly increased with the ability to confidently move free-range, charging or refuelling on the road. This would also increase efficiency and productivity by ensuring journeys with empty trailers are minimised.

HVIA notes the efforts of Department of Climate Change, Energy, the Environment and Water (DCCEEW) in looking at developing Minimum operating standards for Government supported public electric vehicle charging infrastructure, and provided comment expressing our disappointment that heavy vehicles were not included in the standards. At a minimum, charging infrastructure on freight corridors should be designed with heavy vehicles in mind to avoid costly rebuilding in the future.

Road/Bridge Access Policies for LZEHV's

We cover the topic of access policy in our responses to Pillar 1 in detail, which is also relevant for LZEHV's.

Importantly, LZEHV's are heavier than their diesel counterparts. The patchwork nature of road and bridge access in Australia (differences not only inter-state but also intra-state due to local government having control of some bridges and roads) means there is no consistent access for heavy vehicles.

Australia needs an access regime which supports differentiated mass and dimension limits for LZEHV's and other innovative vehicles which allows them to access the required parts of the road network without incurring a reduction in payload, and enables trials of innovative vehicles and technologies. Currently, payload is compromised in order to achieve access, meaning productivity is compromised.

More efficient and productive heavy vehicles

Emissions reduction in the heavy vehicle space isn't just about purchasing new low and zero emission vehicles (e.g. electric or hydrogen trucks) and creating the associated charging and refuelling infrastructure. A big, often missed, part of the transition is the immediate reductions in emissions that can be made through better management of payloads and the phasing out of older, more emissions intensive (and less productive) vehicles. Heavy vehicles in Australia follow the European emission standards which define the acceptable limits for exhaust emissions of new vehicles sold. These standards are updated every four to five years, and are an attempt to make vehicles both more efficient and less polluting. The current standard is Euro 6.

Policies from governments should focus on upgrading the existing fleet of fuel based heavy vehicles. Encouraging fleet operators to purchase new Euro 6 vehicles through incentives (both financial and operational e.g. tax concessions, toll waiving, removal of curfews) will result in immediate emissions reduction and increase productivity.

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.