



Name: T & E

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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?

T&E is Europe's leading advocate for clean transport and energy. They have over 35 years of deep policy and industry experience and have been central to delivering evidence based and economically rational policy to support Europe's journey to net-zero (transportandenvironment.org). T&E has recently established a partnership with Watershed Change, a local Australian impact consultancy (watershedchange.co).

Together T&E and Watershed are in the process of delivering a number of pieces of quantitative and policy analysis to enable evidence based recommendations for the Australian economy, informed by the data and practical experience of Europe.

Our immediate focus is zero emissions freight policy (heavy vehicles and shipping) including the energy systems required to support the transition of these transport sectors.

This response is to flag for the Productivity Commission the availability of T&E's existing publicly available research materials, and that T&E and Watershed would welcome the opportunity to engage with the Commission through this inquiry.

We anticipate being able to offer more specific and quantitative recommendations with the timing of the Commission's interim report in July/August and look forward to offering feedback.

In the meantime, the following data may be helpful to the Commission in its interim report development:

On the urgent priority of developing a cost effective charging infrastructure plan for Australia, see especially: <https://www.transportenvironment.org/articles/electric-depots-the-key-to-electrifying-road-logistics> ; and

https://www.transportenvironment.org/uploads/files/202404_HDV_AFIR_briefing-2.pdf ; and

https://www.transportenvironment.org/articles/grid_integration_long_haul_truck_charging_study_final

On the issue of what tax profile might drive successful uptake of vehicles - see especially: <https://www.transportenvironment.org/uploads/files/EU-Briefing-GTG-2025-1.pdf>

On how Europe has tested best practices for crediting renewable electricity as a

transport fuel under the Renewable Energy Directive -

<https://www.transportenvironment.org/articles/red-iii-and-renewable-electricity>

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

- Heavy vehicle emissions standard or sales target
- national charging infrastructure plan and fund covering depot and public charging

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

No comment at this stage.

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?

We refer to the charging infrastructure reports above.

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

We refer to the charging infrastructure reports above.

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

We refer to the charging infrastructure reports above.

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

No comment at this stage.

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

No comment at this stage.

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.