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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?

Across industry, electricity, and transport, Climateworks' 2023 decarbonisation scenarios and ongoing modelling indicate that implementing robust, sector-specific decarbonisation plans will be essential to ensure Australia can achieve a least cost pathway to meet its Paris Agreement commitments in full. Australia reduces emissions by 85 per cent by 2035 compared to 2005 levels if on the pathway in Climateworks' scenario with a 1.5C temperature limit. These pathways highlight the importance of early action; prioritising early abatement in sectors with high emissions intensity can yield significant economic benefits and align with long-term climate goals.

Underpinning policies with sectoral pathways ensures policy makers are guided by evidence about where and when action is likely to be most cost-effective. Robust, regularly updated plans will ensure that decarbonisation takes place across the whole of the economy in a manner that is stable, long-term and integrated across all levels of government and decision-making, to achieve a national goal.

i) Transport

Improving confidence for investment by the freight industry will be key for cost-effectiveness - particularly for the adoption of zero emission trucks. This can be achieved through innovative financing and funding models that reduce upfront costs and encourage industry uptake. Additionally, collaborative mechanisms that enable the freight sector and broader corporate supply chains to manage Scope 3 freight emissions are essential. Frameworks for sharing the responsibilities, costs, and benefits of investing in zero emission technologies across different supply chain actors would improve effectiveness.

Regulatory consistency across jurisdictions is also vital. Aligning road network access and regulations at a national level would reduce inefficiencies and increase the confidence of freight operators investing in zero emission vehicles. Complementing this, a nationally coordinated plan for heavy vehicle charging infrastructure, supported by co-funding mechanisms and clear planning guidance, would ensure the charging network grows in tandem with vehicle uptake and supports long-term emissions reduction goals.

Enhancing the competitiveness of rail freight is a parallel priority. Reducing structural and regulatory barriers to rail, and fostering a nationally harmonised approach to rail freight operations, will help shift a greater proportion of freight onto lower-emission transport modes.

A transformative step towards a more sustainable transport system would be the introduction of road pricing that internalises key externalities, such as greenhouse gas

emissions and congestion. Replacing the existing fuel excise with a comprehensive road pricing scheme would improve the efficiency of Australia's transport network from an infrastructure, emissions, and mobility perspective. Revenue from such a system could also help fund the transition to low-emission transport modes and technologies, including public and active transport. International examples from London and New York demonstrate the potential effectiveness of this combined "carrot and stick" approach.

A key part of the design to achieve this might be consideration of emissions-based charging for vehicles. This could help address current market trends toward larger internal combustion engine (ICE) vehicles may not be addressed fully through the New Vehicle Emissions Standards policy. If these trends continue it would undermine emissions gains achieved through growing electric vehicle adoption.

Finally, reviewing the Fuel Tax Credit (FTC) scheme to understand how a revised scheme could accelerate electrification and encourage investments into lower-emissions fuels would help Australia benefit from the transition - especially in the mining sector.

ii) Industry

Developing Net Zero Industrial Precincts (NZIPs) in regions such as Kwinana, Hunter, and Gladstone can facilitate the scaling up of industrial decarbonisation. Net Zero Industrial Precincts (NZIPs) are coordinated strategies designed to fast-track the transition to clean industry and energy by clustering investment in renewable energy, low-carbon technologies, and enabling infrastructure. Unlike fragmented, project-by-project efforts, this approach could allow industries to share costs, risks, and benefits, potentially resulting in greater efficiency, workforce development, and economic resilience.

NZIPs can also deliver significant benefits to regional communities. They can attract new investment, support skills development, and create jobs, while helping emission-intensive industries reduce their carbon footprint. Importantly, this coordinated model enables faster progress than what governments or markets could achieve acting alone, unlocking economic and environmental gains at scale.

Climateworks recommends that the government consider decarbonisation - including Australia's climate policy priorities, emissions reduction targets and long-term goal of net zero emissions - for all major investment decisions and financial incentives in the industrial sector. Corporate accountability mechanisms such as transition plans could be used to ensure that business activities are aligned with the sustainable finance taxonomy and broader decarbonisation goals before receiving public finance.

iii) Electricity

Electricity demand is expected to grow rapidly due to increased electrification, the expansion of data centres, and the development of new green industries. To meet this rising demand and also become a renewable energy superpower, substantial investment in renewable energy supply and infrastructure will be needed. Investing in demand-side management, such as energy efficiency and flexible load shifting, can reduce the amount of new supply and infrastructure that would otherwise be required and could lower overall electricity consumption, increase system flexibility, and reduce peak

demand, ultimately supporting a more efficient and cost-effective transition.

Key areas of focus include:

* There is a risk that the emerging winter fuel gap will be addressed by turning to high-cost, low-utilisation gas peaking generation for overnight winter reliability. This could help lower future energy system emissions and consumer costs. The shift away from baseload coal - which once kept overnight energy prices low - creates a critical opportunity for demand-side investment to reshape system dynamics. There is growing value in technologies and practices that allow industrial users to flex their energy use, rather than operate 24/7. Load flexibility and energy management technologies, such as thermal storage, smart controls, and advanced process design, can reduce exposure to peak prices and provide firming services to the grid at a lower cost than gas.

* Better utilisation of abundant, low-cost solar energy, particularly during periods of excess generation and low or negative prices, can significantly improve system efficiency and reduce curtailment. Abundant daytime solar is expected to be a persistent feature of the future energy landscape, yet falling daytime demand and increasing curtailment are already undermining the economics of utility-scale solar, making it more difficult to meet renewable energy targets. Industrial users and emerging green industries can align energy-intensive activities with solar generation windows to access abundant energy. Meanwhile, storage technologies, such as batteries and thermal energy storage, can absorb excess solar during the day and shift it to periods of higher demand, supporting both reliability and system decarbonisation.

* There is a growing opportunity to modernise how the distribution system is planned, governed, and integrated into broader system planning. Better local coordination, aligned with national grid needs, can unlock the full value of distributed energy, while also reducing network congestion and curtailment.

* Investors in distributed energy resources, flexible demand, and local energy solutions stand to benefit from reforms that improve visibility and coordination at the distribution level. This includes platforms that enable more dynamic use of local infrastructure, investment in load control and energy management technologies, and business models that respond to future local network services markets. Policy and regulatory frameworks that align incentives for distribution network businesses with whole-of-system outcomes, supported by data-sharing and planning transparency, will be key to enabling efficient investment and avoiding unnecessary network and reliability costs.

* Effective coordination of Consumer Energy Resources (CER) and timely adaptation to emerging technologies are essential to delivering affordable, reliable, and efficient energy outcomes. Timely reforms, clear governance, and more consistent technical standards would lead to more effective deployment technologies and systems. This reduces the overall utility of CER investments, limits consumer benefits, and increases costs and inefficiencies in distribution networks. Without reform, future technologies, such as vehicle-to-grid and smart battery coordination, risk being constrained by outdated regulatory frameworks and fragmented implementation.

* The upcoming rollout of residential battery subsidies presents a high-impact moment to align investment with future system needs. Accelerating reforms to standards,

governance, and planning frameworks now would ensure these assets can operate to their full potential and deliver maximum benefit to consumers and the energy system.

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

i) Transport

Given there are significant gaps in current emissions reduction policies in Australia's transport sector, there is an important opportunity for a more comprehensive and strategic approach to create substantial benefits. Climateworks Centre recommends applying the well-established 'avoid, shift, improve' framework to maximise both emissions reduction and transport system outcomes. While recent policy developments have focused primarily on improving vehicle efficiency and technology (the 'improve' component), there is a clear need to give equal weight to 'avoid' and 'shift' strategies to ensure a balanced and effective decarbonisation pathway.

A stronger policy emphasis on 'shift' solutions would enable greater mode shift toward rail freight, public transport, and active transport options like walking and cycling. Encouraging freight to move by rail significantly reduces emissions and helps ease the burden on road infrastructure, lowering maintenance costs and congestion. Similarly, public transport plays a critical role in connecting more Australians, especially in urban and regional centres, to employment opportunities while increasing the efficiency of transport networks.

The 'avoid' pillar is also underrepresented in current policy. There is untapped potential to reduce emissions by improving the operational efficiency of freight movements. This includes supporting technologies that enable better logistics planning, reduce empty running, and optimise delivery routes. Additionally, integrated land use planning that co-locates housing, jobs, and supply chains can minimise the need for long and inefficient travel, reducing both congestion and emissions.

Another key gap is the lack of tailored support for small freight operators, who face more significant barriers to transitioning their fleets to low-emission vehicles. Without adequate assistance, these businesses risk falling behind in the transition, remaining dependent on vehicles that have high fuel costs and hence becoming uncompetitive in a decarbonising economy.

Finally, the government could take a leading role in conducting and publishing research on the economic implications of freight decarbonisation, particularly as transport emissions are increasingly coming under scrutiny through mandatory climate-related financial disclosures. As Scope 3 emissions reporting becomes standard, freight emissions will be directly relevant to businesses across the economy, exposing them to new regulatory and reputational risks. Delayed action by freight operators could lead to higher long-term costs, reduced access to international markets with strict emissions standards, and broader trade competitiveness risks for Australia. Proactively understanding and quantifying these impacts will support the development of policies that are both economically prudent and environmentally effective.

ii) Industry

A comprehensive and coordinated industrial policy approach is essential to align with

Australia's global obligations on emissions reductions, as well as to realise the opportunity of decarbonisation. A gap in industrial policy remains the coordination and collaboration required to both transition existing industry, and create new low emissions export opportunities. Climateworks Centre's research suggests that establishing Net Zero Industrial Precincts (NZIPs) in regions like Gladstone, Kwinana, Illawarra, Hunter and Pilbara could accelerate emissions reductions and attract new industries to regional areas. These precincts could facilitate the decarbonisation of heavy industries by providing access to low-cost, renewable energy sources and shared infrastructure.

Another area of potential focus is the Safeguard Mechanism. The Mechanism would benefit from comprehensive reform to better align emissions baselines with least-cost pathways, and conduct thorough economic analyses to understand the broader implications of policy initiatives which interact with the Mechanism. Climateworks' assessment is that currently, the Mechanism is unlikely to provide sufficient incentives for transformative emissions reductions and also is unlikely to adequately account for the economic implications of inaction. The forthcoming review of the Mechanism will enable these issues to be addressed.

In the industrial sector, while substantial progress has been made with policies to support the take-up of low-emissions technologies on the production side, particularly around hydrogen production, there remains a critical gap in initiatives aimed at developing early markets and stimulating demand. Most current policy settings focus heavily on scaling supply, but without complementary measures to build domestic and export demand. Without additional support industrial users may be slow to adopt relevant technologies and the sector is likely to struggle to achieve timely and cost-effective emissions reductions. Additional targeted incentives would de-risk early adoption, support technology integration in industrial processes, and foster the commercial viability of solutions. Addressing these demand-side gaps will be essential to translating technological potential into emissions reductions.

iii) Electricity

Balancing the energy system requires actions on both the demand and supply side. Climateworks would highlight that there is insufficient policy to improve demand-side management.

The ability to capture demand-management opportunities through load-shifting, to address low prices in the middle of the day; and high winter prices in the medium term is likely to be particularly advantageous. The ongoing NEM Review has highlighted concerns of a serious gap in the ability of long-term energy contracts and price signals to drive market investments.

Government decarbonisation policies are driving wide-spread energy-use investments but do not currently optimise their interaction with the energy system.

The NEM Review is currently seeking systemic reforms to improve long-term price signals, price signals for services like shaping and firming, and to better integrate demand in the energy market. The CER Roadmap is also progressing critical reforms which could be accelerated, including the governance of technical standards and CER more generally, as some consideration of the role of networks.

A more fundamental consideration of the role and governance of networks would be beneficial, to ensure the alignment of distribution network investment incentives with optimising CER and demand management.

Australia's current integrated system planning does not adequately reflect the scale and ambition required to become a global renewable energy superpower. Given the scale and pace of change in the energy system the importance of improving decision-making in the shorter term on planning and investments before these longer term changes can come into force.

A range of additional actions targeting near-term demand investments could have material short and long-term impact:

- * Align incentives across government programs driving demand – Government programs are key drivers of most new demand investment, across electrification (EVs, safeguards, Powering Australia, efficiency and electrification programs etc) and new green industries (Future made in Australia incentives, ARENA and CEFC programs etc) and related state programs. However these policies do not consider optimising electricity system benefits. For instance they do not align incentives, planning criteria or guidelines to encourage new loads to optimise solar or to reduce peak winter loads. This has huge implications when funding for example new large hydrogen plants or green industries, which may have significant impact on energy demand. Clearly defined and prioritised whole-of-government goals to align new demand with renewables (or 'turn the economy to the sun') could be adopted with programs reviewed for consistency across all portfolios.

- * Explore potential benefits of targeted mechanisms to reduce winter loads
Such a mechanism could be similar to the Reliability and Emergency Reserve Trader (RERT)) and so could be relatively fast to develop. However whereas the current RERT targets short term reserve shortages only for a few hours, a mechanism to target winter energy-constraints would incentivise shutdowns over multiple days. This opens opportunities for different types of load to respond, for example shifting planned operational and maintenance shut-downs to winter months or altering the timing of production contracts, without having to upgrade to more responsive technologies.

- * Energy efficiency measures targeted to minimise winter-overnight loads
Reducing winter overnight loads with energy efficiency measures such as residential heating and street lighting could be aligned with current programs encouraging electrification and CER. Broader energy efficiency programs could also be reviewed to ensure that they effectively value their impact under future market conditions.

- * Demand-side Statement of Opportunities – A planning document could be developed to demonstrate the value of demand-opportunities to guide the plan for and identify the most effective information to support demand-investors. The suite of current energy market planning documents, including the Integrated system plan (ISP) and electricity and gas statement of opportunities (ESOO) (GSOO) remain supply-focused, missing the opportunity to reduce costs through demand-management opportunities.

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

i) Transport

While not duplication, there are several potential areas where fragmented emissions-reduction policies across jurisdictions could be streamlined for greater efficiency and clarity. One key example is the inconsistent approach to network access for zero emissions trucks across different states and territories. Currently, freight operators face varying rules, regulations, and access permissions depending on the jurisdiction they operate in. These inconsistencies can lead to duplication of compliance efforts, increased administrative burden, and higher operational costs - particularly for operators whose supply chains span multiple regions.

This patchwork of policy settings introduces uncertainty for fleet operators considering investments in zero emissions trucks. When access to road networks, rest stops, charging infrastructure, and vehicle standards varies from one jurisdiction to another, it undermines confidence in the business case for transitioning to low-emissions technologies. This not only slows the pace of decarbonisation but also creates inefficiencies in the national freight network.

Streamlining these policies into a nationally consistent framework would eliminate duplication and reduce costs for both government and industry. A coordinated approach - ideally developed through intergovernmental collaboration - would ensure that zero emissions trucks have predictable and fair access to road networks regardless of state or territory. It would also allow manufacturers and operators to plan investments with greater certainty, speeding up the rollout of zero emissions freight solutions and enhancing the overall cost-effectiveness of Australia's transport decarbonisation strategy.

ii) Electricity

The scale of change in the electricity sector has meant that there are a range of programs targeting investment in emissions reduction technologies (such as renewables, energy efficiency, storage and firming) including across different levels of government. While not necessarily inefficient, the lack of coordination in these measures has likely been less-than-optimal.

The NEM Review is currently exploring options to close gaps in current market investment incentives for long-term investment and investment in new services such as shaping and firming. These recommendations are expected to reduce the recent perceived need for jurisdictions to intervene in the energy market to drive investment. It is likely that a comprehensive consideration of streamlining existing programs would be advantageous to consider as part of ECMC's response to the NEM Review.

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?

Climateworks does not have analysis to answer this question.

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

Currently, energy planning and approvals occurs on a project by project basis, with project proponents accountable for a spectrum of environmental and planning approval as well as community engagement and social license.

This can lead to an inconsistent approach and community engagement after proponents have invested, often significantly, in a locational opportunity.

In 2025, Climateworks has been working with state and territory governments to better understand what planning and approvals look like at the state and territory level and what solutions are available to address the challenges of delayed approvals across the Australian economy.

We have been exploring system-level planning facilitated by digital mapping to streamline both site identification, unlocking social license and speeding up project approval times. If planning and permitting were to be undertaken at a system level, rather than on a project by project basis, there is an opportunity to better integrate environmental, social, and economic factors early in the process. This would help to balance nature and energy, better inform transmission planning and with early engagement in local communities, and could unlock social license for both transmission and renewable energy projects before proponents have invested.

There are already excellent examples of utilising digital mapping tools to map areas where regulatory requirements are material to project development. For example, the South Australian government is conducting biodiversity values mapping as part of its pilot regional plans for the Upper Spencer Gulf-Gawler Ranges and the Braemar Province. The government has developed a methodology to map, analyse and interpret biodiversity values with the aim to strategically identify biodiversity values and opportunities for their protection.

The more complete picture a digital mapping tool could provide would aid in informed decision-making at the macro and micro level.

Key progress shared by state and territory governments demonstrates work is underway across jurisdictions to make planning and permitting processes more efficient. The approaches they are taking vary across jurisdiction and include establishing objective development standards and introducing tools to enhance assessment efficiency, dedicated case management teams and improved inter-agency coordination to support renewable energy projects, alongside efforts to strengthen internal capacity and create a cultural framework for effective environmental impact assessments.

These progress markers are focused on shortening the timeframe for the approvals themselves and while this is valuable, it is equally important to consider what other changes might be required from a system perspective to address social license and other concerns that delay projects materially.

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

The layering of approvals across tiers of government and across agencies within those tiers, is focused on the location specifics of a project and is often blind to the broader economic picture.

This micro view spotlights specific projects and is blind to the macro picture which would ideally include considerations of a wider lens on nature, energy requirements, community and economic value. There are trade-offs to be made, but while the aperture is set to the single project, the rest of the picture remains unclear.

Renewable energy project approval is often delayed or jeopardised by local factors with no ranking or weighting for the project contribution to other legislative requirements like the renewable energy target or emissions reduction needed by the broader economy.

Understanding the trade-offs that are required would enable relevant renewable energy projects to be granted priority status in the permit-granting process, ensuring project focused concerns are addressed promptly unless significant adverse environmental effects are identified. This would avoid the need to create a different standard for renewable energy projects in favour of supporting compliance with the existing standards.

The necessary tension between nature, people and economic benefit is an indication that we are working towards the right goal, which is to have these elements in balance for the benefit of many.

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

Renewable energy project approvals are currently undertaken on a project by project basis with proponents accountable for approvals and assessments as well as community engagement and social license. This leads to an inconsistent approach where barriers are revealed after proponents have invested, often significantly, leading to a lose-lose situation for those who support the project and those who don't.

Early engagement with communities, ahead of other approval types could build trust and investment in renewable energy projects. A clear choice between realising the economic advantage of renewable energy and the specifics of a project in high yield energy zones is a different choice to a project that is shaped up by a proponent for value. Putting communities at the heart of the choice early, could build trust and investment in projects at the community level.

Identifying areas with the elements needed for a successful project such as: high renewable energy capacity, good access to transmission infrastructure and no to low biodiversity risk and then approaching the local community and test their appetite for renewable energy projects, could identify areas more likely to reach commissioning faster. If the community was opposed, then the next most preferred area could be optioned. In this way you would prioritise the local community and the choice to veto the economic opportunity of projects would be a clear one.

Our current engagement with state and territory governments points to early

engagement as critical for local community support for new energy infrastructure projects. Engaging communities early fosters alignment with government guidelines, enhances local job readiness, and strengthens social license, ultimately improving regional development outcomes.

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

Climateworks does not have analysis to answer 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?

Decisions by owner-occupiers, landlords, and developers with regards to how houses are built and how major renovations are undertaken are greatly impacted by a range of barriers and potential enablers. A robust National Construction Code (NCC) with zero carbon ready energy efficiency provisions and strong resilience requirements would be a key enabling policy mechanism. Currently, a lack of consistency and delays in the NCC's implementation by states and territories presents a barrier to decision making consistent with climate mitigation and resilience. Long periods between updates to NCC provisions, especially for residential buildings, exacerbate this issue.

There are a range of other barriers that impact decision making. The affordability of materials and high upfront cost of retrofits presents a barrier, with a range of solutions to tackle this problem available such as increased access to 'green' financing options for owner-occupiers or government grants targeted to 'priority' households such as First Nations households and households experiencing energy poverty. Alongside bridging cost concerns, easing the ability for decision makers to access timely and helpful energy efficiency and resilience information from trusted suppliers and trades people can act as an enabler for action.

Additionally, increased focus could be placed on the embodied carbon of residential buildings to minimise their whole of lifecycle emissions and on how climate impacts are likely to effect planning decisions such as where new builds are located (by, for example, avoiding areas more likely to flood) and insurance risk profiles.

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?

Accurate measurements of home energy performance is the starting point for all decision makers to understand why, how, and where to upgrade their homes to be more energy efficient and resilient against climate impacts. The roll out of home energy ratings for existing homes is excellent progress and this could be encouraged across all jurisdictions in a consistent manner. Home energy ratings would ideally be displayed during the sale or lease process as a mandatory requirement, similar to current requirements for appliances such as fridges.

Meanwhile, a strong signal coordinated by federal government, that all homes need to be, over time, all-electric and disconnected from gas networks would likely help to direct decision making. This could be through updated NCC provisions, strategies relevant to

the built environment such as the Trajectory for Low Energy Buildings and Built Environment Sectoral Plan (as part of the government's Net Zero Plan), and through to development and consumer protection provisions where they are within scope of the federal government's jurisdiction.

Decision making can also be aided by the provision of clear specifications for climate-ready homes (whether they are new builds or retrofits) including recommended materials, design features, and construction techniques relevant to the building's location and structure. This could be provided through centralized and easily accessible information sources such as a one-stop-shop and through trusted partners such as trades people and workers in the real estate industry.

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?

Climateworks research has shown that a package of upgrades prioritising thermal shell improvements at the same time as switching space conditioning from gas to an efficient electric heat pump is the most cost effective retrofit option for improving the efficiency of a home. While the exact upgrades that are the most cost effective are dependent on local climate conditions, more comprehensive upgrades - what we term 'climate-ready' - that include double glazed windows, floor and wall insulation, increased air tightness, and a heat recovery ventilation system are also the most resilient to climate impacts.

Less comprehensive upgrades that only include ceiling insulation can improve energy performance but offer less resilience against climate impacts.

Extreme weather events such as flooding or heat waves may also impact grid connectivity. This poses an issue for homes that are unsuitable for rooftop solar as they are less resilient to shock events.

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

Minimum energy efficiency standards for residential buildings can play a key role in ensuring that Australia's housing stock is resilient to climate impacts. They can also play a role in Australia's progress towards Net Zero by improving the energy efficiency of homes, ultimately resulting in a lower cost energy transition and co-benefits for occupants such as lower energy bills and improved health outcomes.

Ideally, minimum standards would be mandated for owner-occupier homes through the NCC and minimum rental standards legislation implemented by states and territories. Standards could ideally include minimum requirements for air tightness, insulation, and levels of heat absorption (for example by measuring the building's level of solar gain) alongside requirements for homes to be all electric.

To enable their effectiveness, minimum standards could be accompanied with increased compliance measures. This could include accompanying testing requirements such as those in place in Europe, the United Kingdom or the United States since the 1990s. Auditing and testing requirements that take into account actual construction rather than only design can help mitigate consumer protection concerns and address final build quality for new homes and major renovations. This would have the added benefit of enabling more activity in emerging industries such as in air testing.

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?

Australia's energy efficiency standards are less robust than other jurisdictions such as the United Kingdom, Canada, and New Zealand. A nationally consistent approach to standards alongside increased testing and auditing requirements could bridge this gap. Adopting zero carbon standards in the NCC and increasing minimum standards in rentals can work alongside energy rating disclosures in the sale and lease process to improve the energy efficiency and resilience of Australia's existing housing stock and new builds at the same time.

Meanwhile, lessons could be taken from Ireland's 'one-stop-shop' for energy efficient retrofits through the Sustainable Energy Authority of Ireland. The SEAI's 'one-stop-shop' model has led to an increase in retrofit activity and this could be an effective model for delivering energy efficiency upgrades that also assist with climate resilience.

Cover sheet: Supporting document #1

Links to supporting documents

- [Climateworks Centre decarbonisation scenarios 2023: Australia can still meet the Paris Agreement - Climateworks Centre](#)
- [Delivering freight decarbonisation: Strategies for reducing Australia's transport emissions - Climateworks Centre](#)
- [Transport Pathways to Net Zero - Climateworks Centre](#)
- [Industry Energy Transition | Solutions project | Climateworks Centre](#)
- [Net Zero Industrial Precincts - Climateworks Centre](#)
- [Seizing Gladstone's low-carbon opportunity - Climateworks Centre](#)
- [New modelling: Australia's credible transport transition beyond electric vehicles - Climateworks Centre](#)
- [Submission on the Safeguard Mechanism - Climateworks Centre](#)
- [Reducing transport electricity demand as Australia decarbonises - Climateworks Centre](#)
- [Leading climate policies from Australia's states and territories - Climateworks Centre](#)