



**Prime Minister's Task Group on Energy Efficiency stakeholder engagement form**

This form is a follow-up to the consultation workshops held in January and February 2011 on the Report of the Prime Minister’s Task Group on Energy Efficiency.

This is an opportunity for stakeholders to provide more detailed responses to the Report’s foundation recommendations and supporting measures.

Workshop attended	Melbourne <i>(Please select from dropdown)</i>
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**1) Stakeholder response to: Agree to an aspirational national energy efficiency target of improving our primary energy intensity by 30 per cent between now and 2020.**

<b>Response to measure</b>	Adopt measure with modification <i>(Please select response which best suits your position)</i>
<p>The ATA supports an aspirational national energy efficiency target of 30 percent.</p> <p>ATA would be concerned to see 'structural effect' used as the priority measure for tracking the relative success or otherwise of any national energy efficiency policy. ATA would advocate that the 'technical effect' is prioritised as the measure of relative energy efficiency improvement, under any national target (aspirational or otherwise), or through the implementation of any national policy mechanism.</p> <p>A technical effect measure, driven by a functioning market or other national policy mechanism, should incentivise the required process, appliance and energy use changes to achieve a step change across industrial, commercial and residential sectors.</p>	

**2) Stakeholder response to: Agree to the introduction of a transitional national energy savings initiative to replace existing and planned state energy efficiency schemes, subject to detailed consultation on its design.**

<b>Response to measure</b>	Adopt measure in full <i>(Please select response which best suits your position)</i>
<p>A national white certificate scheme is supported by the ATA, where it takes into account the best aspects of the current state-based white certificate schemes.</p> <p>The national white certificate scheme should be designed to:</p> <ul style="list-style-type: none"> <li>• incorporate both residential and commercial sectors;</li> <li>• incentivise the latest commercially available technology;</li> </ul>	



- have a certificate price high enough to encourage technologies that can make a significant impact to efficiency and carbon abatement goals - for example, solar hot water and building insulation technologies in the residential sector;
- have a floor certificate price to immunise the market from price crash, and maintaining a certificate price high enough to incentivise those technologies that can provide the greatest contribution to efficiency and abatement goals.

Within the residential sector, a properly functioning national energy efficiency market, with a high enough price for energy efficiency certificates, has the potential to fix a long standing problem with Australia's Renewable Energy Target (RET).

Within the residential sector, solar hot water is one of the most effective investments a household can make to reduce their electricity use, and potentially their carbon footprint. However, solar hot water is currently incentivised through the RET - despite this mechanism being established to primarily support renewable electricity generation.

The inclusion of solar hot water within the RET became a significant problem for the renewables industry in 2009, when solar hot water sales comprised approximately 80% of the RET target for that year. With potential falling costs of solar hot water technology, and the national phase out of electric storage water heaters, this could continue to pose similar problems over the coming decade, and further prevent required investment in the large scale renewable electricity generation sector. The establishment of a functioning energy efficiency market could serve to resolve this problem by removing solar hot water from the RET and supporting it through a dedicated national energy efficiency policy.

**3) Stakeholder response to: Agree to further work that will outline new national governance arrangements for COAG consideration later this year.**

<b>Response to measure</b>	Adopt measure in full <i>(Please select response which best suits your position)</i>

**4) Stakeholder response to: Agree to improve the data, information and analysis tools necessary to enable energy efficiency innovation, to track the national target, and to underpin future policy development.**

<b>Response to measure</b>	Adopt measure in full <i>(Please select response which best suits your position)</i>
The ATA strongly supports the recommendation around data, information and analysis tools.	
The efficiency of data collection and data ownership is critical to the success of tracking and implementing programs and policies that may seek to achieve any national target. Data ownership and access is currently a significant barrier to the development of effective tracking and monitoring of energy use, which would further strengthen policy development and implementation in this area.	
At a micro level, this may extend to the ability of electricity consumers to access their own interval consumption data, under any mandated or non-mandated implementation of smart metering	



technology.

At a macro level, ATA would highlight the ground breaking data collection project currently being managed by the Northern Alliance for Greenhouse Action in Melbourne. NAGA is a collaboration of nine northern metropolitan Councils in Melbourne and has been working for over two years on an energy data collection and management project, with Victorian distribution businesses.

The project, still in its infancy, seeks to establish formal data sharing arrangements between distribution businesses and Local Government, in order to access relevant and useful energy consumption data for analysis, monitoring and strategic planning purposes.

The NAGA project should be considered by the Australian Government as a model for how communities may engage with the issue of energy efficiency through Local Government and industry, and should be developed to ensure that this model is fully realised in the short term, for use by communities nationally.

**5) Stakeholder response to: Agree to the development and design of a long-term national strategy to build a culture of energy efficiency.**

<b>Response to measure</b>	Adopt measure in full <i>(Please select response which best suits your position)</i>

The Report of the Prime Minister’s Task Group on Energy Efficiency also canvasses 39 sectoral measures that could be adopted. Please tell us which (if any) of these measures the Government should prioritise. A text box has been provided at the bottom of this table to capture any comments on these sectoral measures.

<input checked="" type="checkbox"/>	Consider expanding the Energy Efficiency Opportunities program.
<input type="checkbox"/>	Consider introducing a large energy users demonstration incentive.
<input type="checkbox"/>	Consider supporting the Global Fuel Economy Initiative’s ‘50 by 50’ campaign.
<input checked="" type="checkbox"/>	Consider introducing mandatory CO2 standards for light vehicles.
<input type="checkbox"/>	Consider setting an emissions target for the Commonwealth vehicle fleet; encouraging states and territories without targets to join a Commonwealth target if one was implemented; setting an ambitious but achievable definition of an environmentally friendly Australian-made car and linking this definition to the provision of funding under the Green Car Innovation Fund.
<input checked="" type="checkbox"/>	Consider implementing recommendation 9b of the review of Australia’s future tax system on reforming the treatment of vehicles under fringe benefits tax.
<input type="checkbox"/>	Investigate enhancements to existing vehicle labelling, additional promotion of the existing Green Vehicle Guide and the feasibility and desirability of expanding some form of labelling to second hand cars sold through dealerships.
<input type="checkbox"/>	Consider facilitating trials to evaluate low-emissions, energy-efficient technologies for commercial vehicles.



<input type="checkbox"/>	Continue to monitor the development and implementation of international heavy vehicle standards with a view to their introduction when determination of emissions performance is feasible.
<input type="checkbox"/>	Consider explicitly linking Commonwealth transport infrastructure funding to energy efficiency outcomes.
<input type="checkbox"/>	Consider requiring Infrastructure Australia to assess all proposals for funding of transport projects not just those made through the Building Australia Fund.
<input type="checkbox"/>	Move towards best practice transport and infrastructure appraisal processes including consistent and up-to-date estimates of variables and increasing transparency in transport infrastructure appraisal processes.
<input type="checkbox"/>	Encourage states and territories to implement recommendation 61 from the review of Australia's future tax system on congestion pricing.
<input type="checkbox"/>	Consider implementing a 'Smart City' transport initiative as a priority investment area for public and active transport.
<input type="checkbox"/>	Consider supporting Standards Australia to undertake a costed work program for electric vehicle standards.
<input type="checkbox"/>	Consider making a clear announcement that, conditional on the decarbonisation of the Australian electricity supply proceeding as forecast or the availability of renewable energy to charge vehicles, Australia sees electric vehicles as a potential part of our future vehicle mix.
<input checked="" type="checkbox"/>	Where they retain these measures, encourage states and territories to consider revising both stamp duty and registration for new light vehicles to establish differential charges linked to environmental performance.
<input type="checkbox"/>	Consider the development of a pathway towards zero-emissions buildings.
<input type="checkbox"/>	Consider strengthening Australia's capacity to assess building energy use.
<input checked="" type="checkbox"/>	Consider investing in trials of Industrial hubs that could demonstrate energy synergies (and energy efficiency/distributed generation technologies) in regional network constrained areas, and manufacturing and mining activities.
<input type="checkbox"/>	Consider investing in trials of net zero-emissions urban hubs that could showcase new high-technology and low-emissions residential buildings and precincts.
<input type="checkbox"/>	Consider investing in trials of central business district hubs that could trial retrofits for highly energy-efficient commercial buildings and district-scale energy solutions.
<input type="checkbox"/>	Consider removing the exemption for generators in the <i>Energy Efficiency Opportunities Act 2006</i> to ensure that they identify possible cost-effective energy efficiency improvements.
<input checked="" type="checkbox"/>	Consider the inclusion of electricity and gas transmission and distribution networks in the <i>Energy Efficiency Opportunities Act</i> , and require that they identify measures to reduce losses in the networks where the benefits to the market of doing so clearly outweigh the costs.
<input type="checkbox"/>	Consider tasking the Australian Energy Market Commission/Australian Energy Regulator to provide stronger regulatory oversight of the regulatory investment test process.
<input type="checkbox"/>	Consider requiring the Australian Energy Regulator to review the effectiveness of the Demand Management Incentive Scheme measures (building on previous improvements in this area).



<input type="checkbox"/>	Consider the acceleration and expansion of the current Ministerial Council on Energy work to streamline distributed generation connection processes.
<input type="checkbox"/>	Encourage more efficient, cost-reflective price signals in energy markets, including time-of-use pricing where appropriate.
<input type="checkbox"/>	Consider tasking the Ministerial Council on Energy to incorporate any national energy efficiency target into National Electricity Market governance arrangements.
<input type="checkbox"/>	Consider requiring the Australian Energy Regulator to undertake a regular energy efficiency performance review of relevant National Electricity Market participants which would allow for monitoring of improvements over time.
<input type="checkbox"/>	Consider tasking the Australian Electricity Market Commission to consider any supporting changes in the National Electricity Rules in the context of this package of options.
<input type="checkbox"/>	Consider a revolving financing mechanism to support building energy efficiency improvements across community facilities.
<input type="checkbox"/>	Consider setting new targets for government buildings (leased or owned) and establishing a revolving building fund for Commonwealth government portfolios to bid for retrofit upgrades.
<input type="checkbox"/>	Consider working with relevant industry associations, education and training service providers and other stakeholders to develop and promote an accreditation and training regime for energy service companies.
<input checked="" type="checkbox"/>	Consider enhancing the current greenhouse and energy minimum standards (GEMS) legislative development process to streamline, accelerate and widen minimum energy performance standards (MEPS), and introduce high energy performance standards (HEPS).
<input type="checkbox"/>	Consider developing standards for priority systems.
<input type="checkbox"/>	Consider developing an endorsement label for HEPS.
<input type="checkbox"/>	Consider mandating the procurement of HEPS-rated products for Australian government operations and encourage jurisdictions to do the same.
<input checked="" type="checkbox"/>	Consider introducing mandatory disclosure of the energy efficiency of a range of products and services in advertising and promotional material.

This submission was informed by a group of ATA members, known as the ATA Energy Policy Reference Group (EPRG). The measures to be prioritised by the government fall into the following categories:

- Vehicle related measures;
- Improvement of efficiencies within the electricity network;
- Distributed generation;
- Expansion of performance standards legislation;
- Availability of information on the energy efficiency of products and buildings;



For the vehicle related measures, there are three specific measures that the government should prioritise: reduce the CO2 emitted; reduce the distance travelled unnecessarily; and encourage low-emission vehicles through stamp duty and registration costs links to environmental performance. A mandatory standard for CO2 emissions for light-vehicles will encourage the deployment of more fuel efficient vehicles that are considered transport best practice according to the IEA paper “25 Energy Efficiency Policy Recommendations by IEA to G8” (2008). To reduce the number of kilometres travelled unnecessarily, the ATA supports recommendation 9b of the review of Australia’s future tax system to update the fringe benefits tax statutory calculation percentage to a fixed value of 20% regardless of kilometres travelled. Finally, changes to stamp duty and registration that links these charges to environmental performance will importantly result in incentivising electric and low-emissions vehicles.

The government's Energy Efficiency Opportunities Act has the opportunity to drive efficiency in the large energy user's sector and for this reason the ATA supports both the inclusion of electricity and gas transmission and distribution networks in the EEO program and also an expansion of this program.

As an example to both the residential and commercial sectors, the ATA supports the creation of industrial hubs to demonstrate technology synergies of energy efficiency and distributed generation technology.

The expansion of standards around greenhouse and energy performance of appliances and equipment is supported by the ATA as a priority measure for the subject of government policy.

Information around both performance of products and buildings in promotional material is considered priority to allow consumers to make informed decisions with respect to energy efficiency. This governmental measure is considered priority for the ATA.



**Feedback:**



Please provide us with feedback on aspects of the consultation workshops by answering the questions below (scale: 1. excellent, 2. very good, 3. good 4. average 5. poor):

Workshop content	3
Workshop facilitator	3
Workshop structure	3
Workshop venue	3

Thank you for taking the time to complete this form.

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<b>Do you want your response to be treated anonymously (i.e. we will not release your name)?</b>	No <i>(Please select response which best suits your position)</i>
<b>Do you want your response to be treated as confidential?</b>	No <i>(Please select response which best suits your position)</i>

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