
Achieve an orderly and efficient transition to Net Zero

06

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Strategic directions

- ▶ Ensure that the clean energy transition is orderly and cost effective
 - ▶ Preserve a market-based approach to investment in electricity generation, transmission and retail to minimise the need for government subsidies
 - ▶ Support a new wave in transmission infrastructure in a manner consistent with community expectations
 - ▶ Pursue cost-effective initiatives to reduce emissions from State assets and infrastructure
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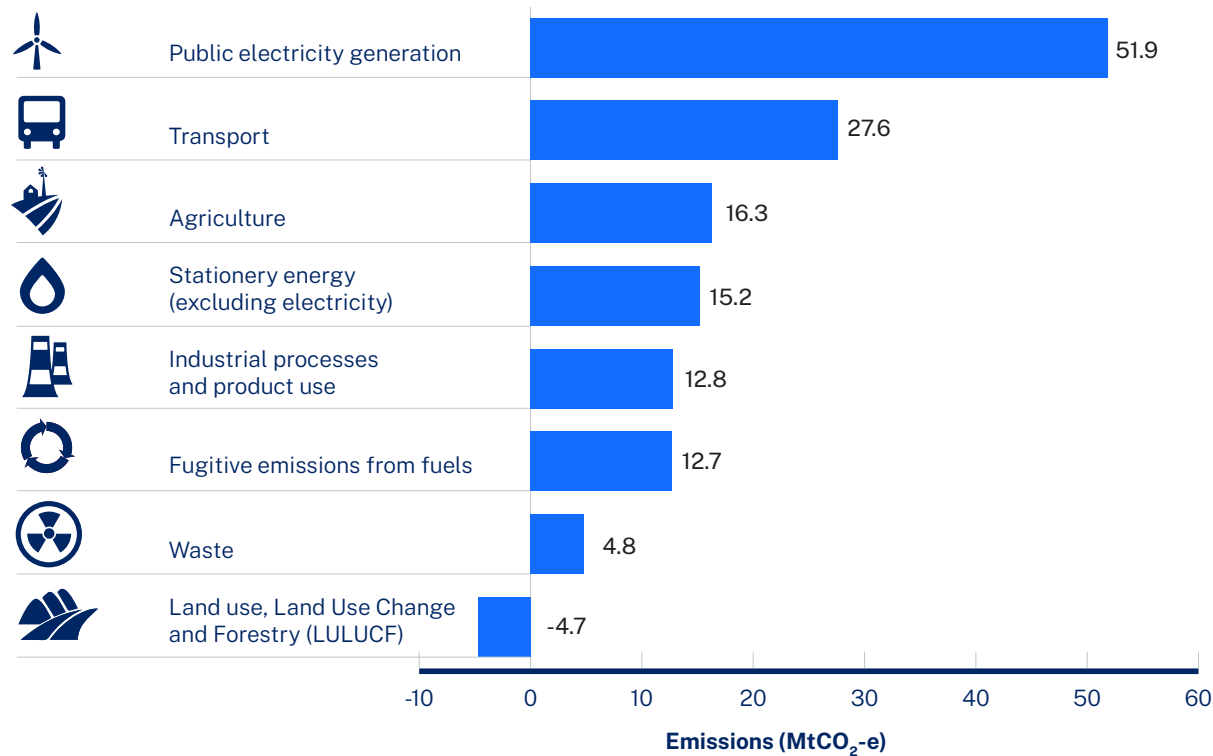
The NSW Government has adopted a goal of Net Zero emissions across the whole NSW economy by 2050 and a 50% cut in emissions below 2005 levels by 2030. Infrastructure has a key role to play in this transformation, due to the embodied, operating and enabled emissions generated throughout the infrastructure lifecycle. Transport and stationary energy (direct combustion of fuels in mining, industrial, commercial and residential applications), together with on-grid electricity generation, account for around 70% of NSW's greenhouse gas emissions.

Transition within the electricity sector will be an important part of the effort to achieve the desired reduction in emissions by 2050, but change will also be required in other infrastructure sectors and industries (see Figure 6.1).

Previous State Infrastructure Strategies have not recommended State investment or support for the electricity sector. Maintaining a market-led approach relies upon continued and timely private sector investment in essential replacement generation, storage and distribution infrastructure, requiring government support for and underwriting of essential new investments. Facilitation of private investment must be managed carefully to avoid making large future calls upon scarce government funding better used elsewhere.

To address the challenge, NSW has adopted the 2020 Electricity Infrastructure Roadmap (the Roadmap). In the current context, the Roadmap is the right course – it is technology neutral, initially focused on renewable generation and long duration storage, and uses well established market mechanisms. However, it will be important for the Government to stay the course on this approach and do so for decades.

Figure 6.1 – NSW emissions by sector in 2019 (MtCO₂-e = Megatonnes of carbon dioxide equivalent)



Source: Infrastructure NSW, based on NSW Government data (2019)

6.1 The electricity sector's central role

A transition to cleaner electricity will enable decarbonisation across the whole state economy as the 'electrification of everything' is potentially the quickest decarbonisation pathway for many carbon-intensive uses, such as transport and stationary energy.²¹¹

As 75% of the State's electricity supply reaches its end of technical life in the next 15 years,²¹² the timing and opportunity for setting the energy transition pathway to renewables is becoming clearer.

The challenge for the NSW Government is to ensure an orderly transition that addresses cost and reliability issues of the electricity sector over the next two decades, while preserving the role of markets and the private sector in energy generation, transmission and retail.

Medium-term challenges remain

Investment in renewables has progressed rapidly through a combination of government schemes and a dramatic decline in the cost of solar generation and, to a lesser extent, wind generation. Penetration of solar and wind is likely to continue, through both large-scale projects and household rooftop solar panel installations. However, continued effort is still required to ensure that ongoing investment occurs at the level required to deliver sufficient capacity in time

to replace retiring firm sources of generation. It is essential that the community, businesses and investors have high levels of confidence in the stability and reliability of market arrangements and the security of transmission connections.

However, legacy baseload generation faces risks of earlier-than-planned closures, threatening the stability of the grid. This can be addressed in part by closure mechanisms. The Energy Security Board (ESB) has recommended enhancements to existing closure mechanisms to improve transparency and predictability while preserving strategic power reserves. Even with such measures, the continued rapid shift to renewables will create a need to accelerate investment in replacement firming capacity – generally gas peaking generators, batteries and pumped hydro facilities.

Government should support market approaches

New investment in generation, storage and firming services can be undermined by a number of risks. Investor confidence has been weakened by incessant policy instability at a national level, as well as direct government interventions and participation in the market. Investment in long-term assets is challenged by price risks as well as market access concerns, with many of NSW's prospective renewable resources located where grid capacity is low. Finally, rapid declines in the cost of some types of technology can create a propensity to defer investment, for fear that future

costs of production would not be recovered from wholesale electricity markets.

Market redesign and government-led competitive bidding processes seem likely to be required to secure investment at scale in firming infrastructure. NSW has adopted a proactive and market-based approach to this challenge that acknowledges electricity is one of the few sectors that has been successfully reformed to create a market system with private ownership and commercial incentives. The NSW Electricity Infrastructure Roadmap seeks to retain those characteristics as far as possible and drive integrated and coordinated investment in new electricity infrastructure.

A key aspect of the Roadmap is the establishment of an independent Consumer Trustee who is responsible for introducing and overseeing competitive contracting arrangements called Long-Term Energy Services Agreements (LTESAs) to meet the objectives of the Roadmap.

LTESAs seek to:

- ▶ provide a market-based mechanism with commercial terms designed to encourage competition between market participants
- ▶ support renewable energy generation, long duration storage and firming projects in a technology neutral way.

The Consumer Trustee will monitor the Energy Security Target, a measure of system reliability, and will only offer firming-focused LTESAs

if directed by the Minister for Energy.²¹³ The Consumer Trustee was appointed by the Minister to protect the long-term financial interests of NSW energy consumers and released its first Infrastructure Investment Objectives Report (IIOR) in 2021, outlining its 10-year plan and 20-year development pathway.²¹⁴

Effective and consistent deployment of the Roadmap's market-based and competitive features must remain a focus to support the continued efficient functioning of the market and investor certainty. A concerted effort will be required to ensure these features are protected and are 'front of mind' throughout detailed and long-term planning and implementation of the Roadmap.

6.2 Challenges with scaling up the clean energy sector

The Roadmap is expected to attract up to \$32 billion in private investment for regional energy infrastructure by 2030. The NSW Government has committed to invest \$380 million to implement the Roadmap and new Renewable Energy Zones (REZs). The Energy Corporation of NSW (EnergyCo) will ensure the coordinated planning of the network infrastructure in each REZ and the Consumer Trustee will plan the level of investment in generation, storage, firming and network infrastructure required in NSW over time.

Much of this infrastructure will be delivered in five dedicated REZs located in regional NSW, rich in renewable energy sources.²¹⁵ While their selection

considered proximity to existing transmission infrastructure and community, and environmental and heritage land use constraints, each REZ presents unique implementation challenges.

NSW's existing generation and transmission took over 30 years to plan and deliver.²¹⁶ The scale and complexity of the new projects needed to successfully deliver the Roadmap will require a step change in capacity and capability across the sector in a much shorter timeframe.

Transmission service providers will be a critical part of the Roadmap's implementation. The transmission network is anticipated to see a near tenfold increase in the average size of projects in comparison to those that have been recently delivered.

Transmission services are delivered by private operators that bear much of the risk associated with this investment once core pricing and cost parameters are set. The NSW Government has a clear public interest in the successful and timely delivery of the transmission network and, initially, the shape of the new network will be led by EnergyCo prior to the appointment of a transmission network operator. Industry will need support in scaling its capability and capacity as appropriate, applying lessons from the broader infrastructure program in NSW and Australia. In February 2022, the NSW Government announced a Transmission Acceleration Fund to support early development activities and fast-track investment in transmission assets to support new Renewable Energy Zones.

Rapidly uplifting capability and capacity of the skills and resources required to deliver the Roadmap is a significant challenge. Recent work by Infrastructure Australia, examining the capacity of the market, identified that labour and skill shortages may become a significant factor for the build-out of renewable generation and transmission infrastructure, especially in regions with tight labour markets.

This will be compounded by the already high demand for skilled trades and professionals, labourers, machine operators, and technicians, as a result of ongoing high levels of investment in public infrastructure and in the property and mining sectors.²¹⁷ As other States progress similar reshaping of their electricity networks, the risk of shortages in materials and skilled labour may slow or raise the costs associated with delivery.²¹⁸

Within the framework established by the Roadmap, most of the detailed implementation risks are borne by the private sector delivering new assets. However, the NSW Government will ultimately bear the reputational risk and economic and social consequences for failures to deliver the infrastructure needed in the Roadmap and secure an orderly transition.

To mitigate this risk, there are many lessons in managing planning, funding and financing, and community risk that could be applied from the significant increase in size and scope of the infrastructure program in NSW over the past 10 years. This includes opportunities to draw on experience from NSW infrastructure delivery

agencies and Infrastructure NSW's own oversight and assurance routines, as well as to apply lessons from the Construction Leadership Group – a cross-government initiative to improve productivity in the construction sector while ensuring NSW Government is a 'best in class' client for infrastructure delivery.

The NSW Renewable Energy Sector Board was established to advise on and monitor a plan to ensure NSW small and medium enterprises have opportunities to participate in the construction and operation of infrastructure and that local employment and new industry development opportunities are maximised.

It will be important to engage early with contractors to understand their needs and potential shortages across skills and supply chains, and to provide transparency on the pipeline of works. NSW and Australian Governments can support the development and delivery of skills and accreditations but must balance pre-empting contractor requirements with the need to ensure local workforces are prepared for the significant opportunities.

Social licence and public confidence are critical

The NSW Government (and EnergyCo in particular) will need to work closely with communities, including Aboriginal communities, to address any concerns about the impacts of new transmission corridors and infrastructure,

and to ensure that generation and storage infrastructure projects benefit host communities. With new generation sources and hundreds of kilometres of transmission network to deliver, community opposition to the delivery of electricity infrastructure represents a key risk to an orderly and efficient transition. Initially, EnergyCo will lead processes to establish social licence as part of deploying the Transmission Acceleration Fund subsequent operators of this infrastructure will have an equal responsibility to work with communities to uphold goodwill and social licence. This will require best practice in engaging transparently with communities.

Compounding these challenges are the implications of the energy transition for regional communities that have traditionally relied on legacy power industries, such as those in the Hunter and Illawarra regions (both of which are identified as future REZs). Declining domestic and international demand for coal, coupled with earlier-than-planned closure of coal-fired power stations, will impact existing workforces.²¹⁹ Forward planning and economic diversification are required to ensure that coal-dependent communities have access to alternative industries, skills, education and training.²²⁰ In addition, the legacy infrastructure in these areas may also form the basis for building future new industries that support a Net Zero economy, and re-use of this infrastructure should be actively pursued. Major economic transitions usually only succeed where those most adversely affected are considered and supported.²²¹

EnergyCo is working with communities to ensure the benefits of investment from the Roadmap are equitably shared within host regions. This requires early and ongoing community and stakeholder engagement, and implementation of initiatives that lead to local economic development and employment. Importantly, the unique needs and aspirations of each community impacted by the transition must be considered. This includes transition to renewable energy that impacts Aboriginal-owned land. Any work to progress this must ensure local decisions are underpinned by principles of self-determination to ensure Aboriginal communities have a genuine voice in determining what and how services are delivered to their communities. Government will need to engage extensively to achieve close collaboration with communities and display awareness of cultural protocols and cross-cultural communications.

Seek consistency with national policy direction

National energy ministers have agreed to the ESB's recommendation that further work be undertaken to develop a mechanism that specifically values capacity in the National Electricity Market (NEM). This is distinct from how the NEM is currently established – as an energy only market. In an energy only market, suppliers of firm capacity earn revenue by dispatching energy. They do not receive income for their available capacity, although it is possible for peaking generators to establish a steady revenue stream by selling caps and options.

The NSW Government is continuing to consult and work with the ESB on the development and implementation of its post-2025 market reforms, in line with the decision of National Cabinet in October 2021. This includes further developing the design of national reforms to network access and considering how these can be aligned with NSW REZ access schemes. Similarly, clarity over the role of government in the early stages of the transition is essential. Technological advancement is rapid, while rooftop solar and decentralised energy are becoming increasingly more viable with the right policy and regulatory settings. Technology will impact on the more efficient use of energy, which is also being promoted through the NSW Energy Security Safeguard. These considerations are represented in various modelled 'pathways' by the Consumer Trustee in its IIOR. Updates to this analysis on a bi-annual basis are legislated to mitigate the risk that government intervention and underwriting private sector investment costs taxpayers and/or consumers in the long term through an 'overbuild' of transmission and grid infrastructure.

6.3 Hydrogen may offer new opportunities

New technologies are emerging that could help achieve an affordable and firm renewable electricity grid. Green hydrogen production, storage and transportation networks could deliver dispatchable energy to augment renewable sources and provide alternatives for remote areas or microgrids that may have previously relied on diesel back-up generators. Green hydrogen also has potential applications across transport, gas and electricity networks, and in industrial sectors.

During the interim period as other technologies are emerging, it will remain important that the State maintains a supply of gas for ongoing peaking generation that is stable, reliable and affordable. This may involve both local production and distribution, as well as an ability to import gas from other jurisdictions.

The NSW Government has developed the NSW Hydrogen Strategy, which provides up to \$3 billion in support for the industry through waivers on government charges, exemptions from network charges and direct investment. The strategy outlines coordinated support for research, development and commercialisation of a technology with significant potential to decarbonise the State's highest emitting sectors.

The strategy outlines investment in hydrogen hubs in the Hunter Region and the Illawarra Region. These locations can leverage existing endowments in related industries, access to the necessary natural resources and connectivity to energy,

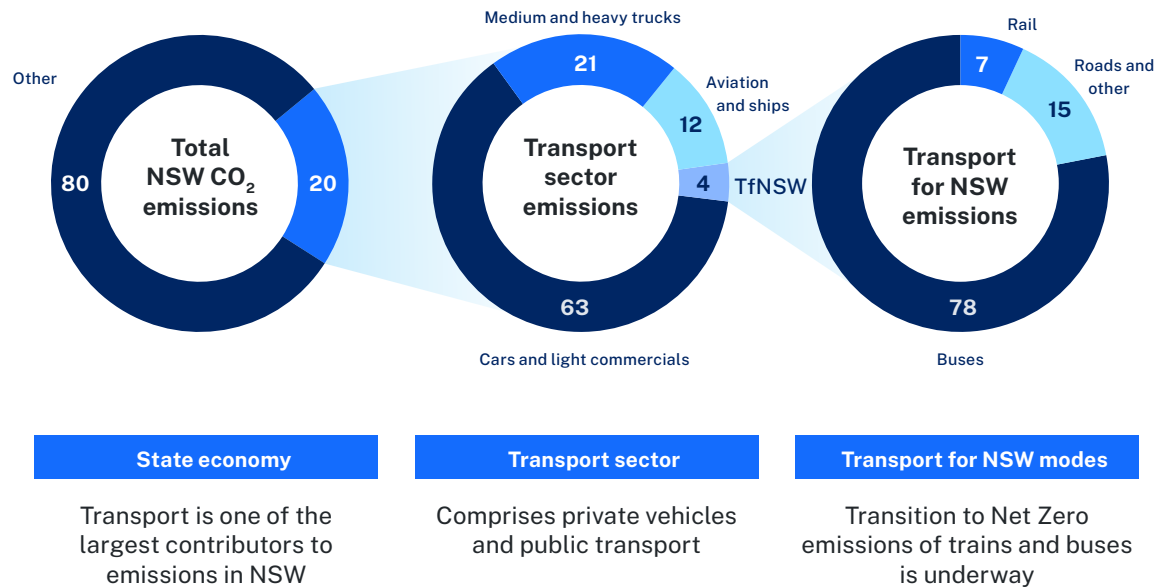
transport and port infrastructure. Both regions will be affected by the global transition away from a fossil fuel economy and development of a green hydrogen industry can help secure their futures.

During the initial years of implementation, the NSW Government's role is to enable industry development, lay the foundations for market forces and provide scaling incentives to deliver a hydrogen economy. The costs and regulatory barriers to access and develop these networks and future consumer markets will require review, while maintaining a technology neutral and globally attractive environment for investment.

6.4 Transition in the transport sector

In the absence of other changes, transport will be the largest emitting sector by 2030 (see Figure 6.2 for a breakdown of current emissions across transport modes in NSW). Vehicle emissions policy extends well beyond infrastructure considerations, but the NSW Government's approach to transport infrastructure should support efforts to reach Net Zero. This is particularly important as most emissions from this sector are influenced by how public infrastructure assets – the road and rail networks – are powered and used.

Figure 6.2 – Breakdown of transport sector emissions in NSW (in percentages)



Source: Infrastructure NSW, based on TfNSW data (2021)

The NSW Government has plans to decarbonise its fleet and operations, helping to reduce emissions, but Transport for NSW emissions only comprise 4% of the total sector emissions, meaning much more needs to be done.

Light vehicles alone account for 63% of transport emissions, and transitioning the NSW motor vehicle fleet from internal combustion engines to zero emissions vehicles, coupled with strategies for reducing and managing demand for private vehicle use, will potentially have the largest impact on transport-related carbon emissions over time. However, modelling undertaken by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) suggests that to achieve Net Zero emissions in the transport sector, 100% of new vehicle sales would need to be electric vehicles (EVs) by 2035, and the entire fleet would need to have transitioned to EVs by 2045.²²²

The release of the NSW Electric Vehicle Strategy demonstrates the NSW Government's commitment and intent to decarbonise the transport sector. This was followed by the NSW Government's pledge at the United Nations Climate Change Conference to boost EV uptake.²²³ The strategy aims to grow EV sales of light vehicles from current levels of less than 1% to 52% of the market by 2030-31 and to see most new car sales being EVs by 2035. In this context, Transport for NSW is working towards transitioning all NSW buses to zero emission buses over time.²²⁴ These actions

will potentially achieve a further reduction of 6% in total transport emissions.

However, more will be required to meet the CSIRO benchmark. Under current settings and even with better than projected adoption rates, the transition of the NSW fleet of vehicles to EV is a protracted task with a long tail, and emissions reductions are reliant on the broader successful transition to renewable energy generation.

More will need to be done to close the gap between the emissions reduction achieved from the fleet transition supported by the NSW EV Strategy and NSW's Net Zero emissions target. This gap should be clearly articulated and practical options for closing it should be prepared for consideration by the NSW Government. This may include accelerating the fleet transition through greater incentives and flattening vehicle travel through a range of initiatives, such as incentives to owners to use their vehicles more efficiently and improving public transport and rail alternatives.

Transport for NSW's *Future Transport Strategy: A 40-year vision* outlines the need to stabilise and manage road traffic growth across Greater Sydney, Newcastle, Wollongong and the Central Coast. This is part of its approach to achieving Net Zero objectives, as well as delivering 15-minute neighbourhoods and 30-minute cities. Implementing traffic stabilisation measures

can also help reduce congestion, which is a significant handbrake on economic growth and productivity. Infrastructure Australia forecasts that the annualised cost of road congestion for Sydney, the Hunter and Illawarra will increase from \$8.0 billion in 2016 to \$15.7 billion in 2031,²²⁵ even with the significant public transport network investment underway.

As well as measures outlined above, there may be near term opportunities to support and provide incentives for new refuelling infrastructure for hydrogen-fuelled heavy vehicles, which may become competitive alternatives for long haul freight. Other potential policy changes, such as emissions and fuel standards, are primarily Australian Government responsibilities and these are not expected to change in the near term.²²⁶

There are few easy options. Success in any approach requires time for adjustment, building community goodwill and measures to minimise adverse impacts. Changes are unlikely to succeed where they do not recognise the circumstances of different communities and regions, require citizens to adjust quickly or impose inconvenience or costs without viable alternatives. Any approach must balance community expectations and economic and fiscal objectives with environmental outcomes. NSW can build on lessons from other jurisdictions that have developed similar initiatives.

Table 6.1 – Travel demand management initiatives from other jurisdictions and countries

Land Use Strategies	Regulatory	Investment Programs / Funding	Voluntary Schemes
<ul style="list-style-type: none"> ▶ Better integration of land use and transport by focusing growth in public transport corridors and established areas with high public transport accessibility^{227,228,229} 	<ul style="list-style-type: none"> ▶ Introduction of maximum parking supply standards into development controls^{230, 231} ▶ Reallocation of road space to public and active transport networks^{232,233} ▶ User charges and restrictions (for example, zero/low emission vehicle zones/lanes)²³⁴ 	<ul style="list-style-type: none"> ▶ Establishing whole-of-network targets for public transport, active transport and private vehicle use to guide investment and operational decision making^{235,236} ▶ Prioritising capital investment and operational expenditure in public transport initiatives (including frequency, capacity, reliability and safety)²³⁷ ▶ Prioritising investment in active transport networks and facilities^{238,239} ▶ Focusing investment in motorway and major road projects only on high productivity uses rather than increased private vehicle use^{240,241,242} 	<ul style="list-style-type: none"> ▶ Green travel plans and facilities for workplaces and institutions²⁴³ ▶ Consumer facing schemes to calculate and offset emissions (for example, voluntary offsets at registration)²⁴⁴ ▶ Car-share and travel-share schemes^{245,246}

6.5 Reducing the carbon impact of infrastructure projects

As the transition gains pace, there will be more appetite for low carbon- and zero carbon-ready infrastructure from the public and investment community. However, the infrastructure pathway to Net Zero is not yet clear. This is made more challenging by the construction of infrastructure, where the materials used and processes are still carbon-intensive.

Establishing a sector-specific roadmap to Net Zero and reducing embodied emissions from infrastructure construction are two important ways forward.

Accounting for and reducing emissions from infrastructure use

Whole-of-NSW and sector-by-sector emissions estimates are developed and reported in accordance with National Greenhouse Accounts.²⁴⁷ However, in relation to infrastructure, it is not currently routine to measure or report progress against Net Zero on a project-by-project or sector-by-sector basis. This makes it challenging to ascertain how infrastructure-related decisions contribute to the State’s total emissions and remaining carbon budget –that is, the remaining amount of carbon the State can emit as part of global efforts to limit warming to 1.5 degrees.

With the NSW Government setting clear Net Zero targets, public infrastructure planners and managers need to identify critical pathways to contribute to these objectives, adopt global best practice and embrace industry-standard approaches to carbon accounting, disclosure and management.

NSW Government agencies are improving their ability to measure emissions under their control and from their assets, particularly where there is a cost implication. There is a growing need to expand these measures to account for the emissions that are 'enabled' or generated by others as a result of using these assets. This can help agencies to identify potential transition risks in line with global best practice.

The NSW Government can support the transition to low carbon and zero carbon infrastructure by quantifying, valuing and disclosing the carbon contribution of infrastructure. This requires the adoption of standardised approaches across government for:

- ▶ carbon measurement and reporting (including carbon offsetting)
- ▶ management and accountability frameworks for Net Zero targets
- ▶ investment decision making and prioritisation.

Industry practice is more mature than government in accounting for carbon and managing transition risk in infrastructure (see Box 6.1) and typically aligns with comprehensive, globally consistent, sustainability disclosure standards. Any standards the Government adopts should be uniformly applied and integrated with economy-wide modelling and disclosure practice already adopted by DPE.

Box 6.1

Transurban Case Study

Toll road operator Transurban presents several annual progress summaries for various indices including the Science Based Targets initiative (SBTi), the Dow Jones Sustainability Index (DJSI), the Global Real Estate Sustainability Benchmark (GRESB) for infrastructure, the Morgan Stanley Capital International CI ESG and the Task Force on Climate-related Financial Disclosures (TCFD). Transurban's reporting has likely been driven by the changing expectations of the community and its executive, board, investors and shareholders. This reporting transparency can help to attract financing and improve operational flexibility.

Infrastructure construction is emissions-intensive

Embodied carbon emissions of materials are estimated to be approximately 5% to 10% of Australia's total emissions²⁴⁸ – a frequently overlooked and under-measured part of the Net Zero discussion. Record levels of infrastructure investment will create additional need to reduce embodied carbon in infrastructure and the built environment in a fast-emerging low carbon solutions market.²⁴⁹

For example, it is estimated the building sector accounts for 39% of global carbon emissions: 28% from building operations and 11% from embodied carbon in building materials and construction.²⁵⁰ While promising applications of cement substitutes are increasing in major projects like Sydney Metro,²⁵¹ these are not yet widely used. Cement production currently accounts for 8% of global CO2 emissions.²⁵²

Increased utilisation of existing assets, for example through renovation or re-use, is an important first step to reduce the emissions that would be created through a new build.²⁵³ Once construction is underway, there may be other opportunities to reduce emissions through the co-location of materials production, storage and distribution, as well as the use of rail rather than road transport where possible. This could apply where new precincts are being developed in Greater Sydney or the regions.

The NSW Net Zero Plan and the Resource Efficiency Policy outline current policies and plans to reduce emissions through the procurement of goods and services – and this extends to the NSW Government’s infrastructure program. Analysis by the NSW Chief Scientist notes that there are many construction-related technologies in advanced stages of technical, industry and commercial readiness, which the Government could lead by example in adopting. For example:²⁵⁴

- ▶ substituting high emissions construction material with cost-effective, low emissions material
- ▶ embedding technologies and services that increase electrification, energy generation and storage and energy efficiency into the built environment
- ▶ ensuring global best practices in the design, construction and operation of Net Zero industrial, commercial and residential precincts, and public infrastructure.

6.6 Recommendations

No	Recommendations	Implementation timeframe	Lead agency
22	<p>Steadfast implementation of the NSW Electricity Infrastructure Roadmap in support of reliability and affordability</p> <ul style="list-style-type: none"> a. Promote steady and reliable investment in new renewable and firming capacity and/or long duration storage to match demand and replace retiring plants. b. Limit cost impacts on consumers and the risk exposure of the NSW Government by achieving the best possible long-term agreements (and forgoing proposals in periodic tenders that are unlikely to be efficient in the longer term). c. Balance long-term investment certainty with the transitional nature of the scheme, with a view to returning to a market that can thrive. d. Support a technology neutral approach to the energy transition through adoption of the most efficient low carbon innovations across the energy sector. 	Extended Program	Treasury (Energy)
23	<p>De-risk the planned delivery of a large program of new transmission infrastructure</p> <ul style="list-style-type: none"> a. Adopt best practice approaches to engaging transparently with local communities on electricity infrastructure corridors to secure social licence and minimise planning risk across the delivery of new transmission network infrastructure. b. Mitigate planning and environmental risk in the development and delivery of transmission infrastructure by drawing on the practices of NSW Government agencies experienced in major infrastructure delivery. c. Support capability and capacity building with private sector partners tasked with delivery of network infrastructure – both technical skills as well as program oversight practices. 	Medium Term Need	Treasury (Energy) & Infrastructure NSW
24	<p>Uplift capability and capacity across government and industry partners to secure delivery of the infrastructure needed in the NSW Electricity Infrastructure Roadmap</p> <ul style="list-style-type: none"> a. Raise the capacity of the NSW Government to manage the risks associated with the large-scale infrastructure required to implement the Roadmap. b. Develop and foster industry level forums with delivery partners to canvass and mitigate delivery challenges, similar to the approach taken with the Construction Leadership Group. c. Work with the Renewable Energy Sector Board to develop a Renewable Energy Sector Skills and Training Strategy that addresses key short-term and long-term skills and labour gaps in the market. d. Secure Federal-State co-funding to establish a nationally recognised training program for target skills (for example, transmission infrastructure construction) and/or accreditations. e. Coordinate the delivery of infrastructure across regions where specialist labour is anticipated to be in high demand. 	Medium Term Need	Treasury (Energy) & Infrastructure NSW

No	Recommendations	Implementation timeframe	Lead agency
25	<p>Share the benefits of the Electricity Infrastructure Roadmap with the regions hosting infrastructure and with communities in transition</p> <ul style="list-style-type: none"> a. Build skills and economic development to allow maximum participation in opportunities for affected communities. b. Pursue the re-use of existing infrastructure endowments in areas affected by the transition. c. Provide opportunities for Aboriginal economic development from the transition to renewable energy, including hosting infrastructure on Aboriginal owned land. d. Apply place-based approaches to identify and prioritise investment in strategic service and infrastructure priorities needed to support communities affected by the transition. 	Extended Program	Treasury (Energy) & Regional NSW
26	<p>Finalise a roadmap to meet emissions reduction targets in transport, beyond forecast fleet transition</p> <ul style="list-style-type: none"> a. Determine the most feasible and cost efficient emissions reductions through private fleet turnover and transition. b. Propose options for the Government's consideration on how to close the gap between trajectory and target, including further accelerating private fleet transition, increasing the availability and desirability of public transport, pursuing updated vehicle emissions standards in partnership with the Australian Government and providing incentives for managed and efficient traffic levels. 	Immediate priority	Transport & Planning and Environment
27	<p>Develop a roadmap for NSW public infrastructure to achieve Net Zero</p> <ul style="list-style-type: none"> a. Identify cost-efficient, practical and implementable pathways to Net Zero for public infrastructure. b. Adopt industry best practice approaches to emissions reporting and disclosures for infrastructure across government. c. Account for Net Zero targets in government infrastructure-related service delivery and future investment decisions. d. Boost adoption of low-emissions building materials and practices for public infrastructure using NSW Government procurement levers. 	Immediate Priority	Planning and Environment, Treasury & Infrastructure NSW