SACC SUSTAINABILITY COMMITTEE

POLICY PLAYBOOK

SEPTEMBER 2026

# Swedish Industry Priorities for a Competitive and Sustainable Australia

Practical government-industry action to accelerate competitiveness, resilience and sustainability

## THREE PRIORITIES FOR ACTION

| | |
|---|---|
| 01 | **EV Fleets & Low-Emission Transport** |
| 02 | **Circularity & Waste Infrastructure** |
| 03 | **Decarbonisation & Energy Transition** |

PARLIAMENTARY BRIEFING AND INDUSTRY DIALOGUE

**14 September 2026 | Parliament House, Canberra**

Prepared by the Swedish Australian Chamber of Commerce Sustainability Committee

**Swedish Australian Chamber of Commerce**

# Swedish Industry Priorities for a Competitive and Sustainable Australia

The Swedish Australian Chamber of Commerce Sustainability Committee brings together Swedish-affiliated companies investing, employing people and building capability in Australia. Member submissions show that proven technologies and operating models are available across healthcare, resource recovery, transport, mining and energy infrastructure. The common challenge is the system around them: fragmented rules, infrastructure gaps, inconsistent procurement and weak or changing investment signals.

**KEY MESSAGE**

**Australia is not short of solutions. It needs clearer, more consistent enabling conditions to deploy them at scale. Swedish companies are ready to partner with Australian governments to deliver practical, scalable solutions that strengthen competitiveness while reducing emissions and improving circularity.**

## Three priorities for practical government-industry action

| | |
|---|---|
| 1 | **EV fleets and low-emission transport:** Align charging, road access, taxation, procurement and financing settings so commercial fleets, heavy vehicles and owner-drivers can adopt available technologies. |
| 2 | **Circularity and waste infrastructure:** Create national scale for reuse, reprocessing, product stewardship and recovery systems, backed by consistent rules, infrastructure and procurement demand. |
| 3 | **Decarbonisation and energy transition:** Treat the electricity grid as strategic infrastructure, reduce approval and connection delays, integrate planning along the entire supply chain, strengthen skills, and improve the investment case for industrial electrification. |

## Cross-cutting messages from industry

- **National consistency matters.** Businesses operating across Australia face different definitions, approval pathways, procurement expectations and infrastructure rules.
- **Policy should reward outcomes.** Procurement, reporting, taxation and regulatory settings should recognise lifecycle value, emissions performance, resource recovery and productivity.
- **Infrastructure must arrive with the technology.** Grid connections, transmission, charging, regional collection and advanced recovery capacity are essential to deployment.
- **Government and industry both have a role.** Government can remove barriers and create certainty; companies can contribute evidence, technology, capital, delivery experience and demonstration sites.

## Outcome sought from the Parliamentary dialogue

Agree a small number of defined actions with clear owners, practical next steps and measurable outcomes.

# EV Fleets & Low-Emission Transport

## Accelerating commercial, government and heavy-vehicle transition

Member submissions indicate that corporate ambition and investment are accelerating fleet electrification, while Australian Government-supported projects independently demonstrate that electric trucks and shared charging models can operate locally. Scaling beyond early adopters requires coordinated policy, infrastructure and road rules designed for fleet operations, freight productivity and the needs of contractors and small operators. The principal implementation gap is not vehicle availability, but the absence of a nationally sequenced pathway linking charging locations, grid capacity, road access, taxation, procurement and finance.

## Implementation barriers identified by industry

| | |
|---|---|
| 1 | Charging infrastructure remains fragmented and insufficient, particularly open-access high-power hubs on freight corridors which restricts operators without private depots from transitioning and limits confidence that EVs can meet operational requirements outside major metropolitan areas. |
| 2 | Planning approvals, grid connections and network upgrades are often too slow or poorly coordinated, delaying depot and corridor charging and increasing uncertainty for infrastructure investors and fleet operators about where future fleet demand will emerge. |
| 3 | Different axle-mass allowances, road-access rules and local approval processes can reduce payload and create complexity for low- and zero-emission trucks operating across jurisdictions. |
| 4 | Vans and medium-duty trucks are a policy “missing middle”. Contractors, owner-drivers and small businesses face high upfront costs, uncertain residual values and limited access to finance. |
| 5 | Short-term incentives and voluntary measures have not delivered consistency or scale. Changing FBT settings, future road-user charging arrangements and uncertainty about longer-term vehicle policy can confuse demand signals and delay vehicle purchasing and supporting infrastructure investment. |

## Priority actions to unlock investment and deployment

| | |
|---|---|
| 1 | **Create a national road-freight decarbonisation strategy.** Set clear long-term vehicle emissions standards, establish fleet electrification objectives for commercial and heavy long haul vehicles, and recognise renewable fuels where zero-emission options are not yet viable. |
| 2 | **Build fit-for-purpose charging.** Fund and fast-track an urban shared charging demonstration and a regional corridor hub, alongside longer-term co-investment in the national network with streamlined approvals for depots, homes and kerbside infrastructure. |
| 3 | **Use government fleets and procurement to shape the market.** Set EV procurement standards for government freight assets, commit to electrification and assess whole-of-life cost and emissions to create predictable demand, strengthen vehicle supply and support the second-hand EV market. |
| 4 | **Align tax, incentives, finance and procurement with emissions outcomes.** Review the Luxury Car Tax and Fringe Benefit Tax settings to provide accessible, time bound rebates and purchase incentives, apply whole-of-life cost and emissions criteria in public purchasing. |
| 5 | **Design Road User Charge frameworks with the transition in mind.** Consult with industry and early adopters so reforms provide certainty without stalling EV uptake while recognising energy-security, health, operating-cost and emissions benefits. |

## Industry experience informing these actions

### IKEA AUSTRALIA ZERO-EMISSION DELIVERY

IKEA Australia reports that zero-emission vehicles now deliver approximately 82% of truck orders, up from 5% in 2022, and that it has invested more than $4.5 million in charging infrastructure. The experience demonstrates urban deployment at scale while identifying high upfront vehicle costs, limited access to suitable charging infrastructure and financing barriers for owner-operators.

### POLESTAR

As a premium EV manufacturer, Polestar argues that policy settings should focus on environmental performance rather than vehicle pricing alone. Polestar is advocating for policy settings that accelerate EV adoption by providing long-term certainty on vehicle emissions standards, fleet electrification and charging infrastructure investment.

**Supporting evidence:** Volvo Group Australia reports more than 140 electric trucks deployed locally and identifies inconsistent axle-mass and road-access rules, charging gaps and finance constraints. ARENA-commissioned analysis independently supports integrated planning, targeted demonstrations and a phased national freight-charging network.
**Decision owner:** Commonwealth transport and energy portfolios, state and territory transport departments and road authorities, the National Heavy Vehicle Regulator, electricity networks and local planning authorities.
**Why existing arrangements are insufficient:** Current projects demonstrate vehicles and shared hubs, but do not yet provide a nationally sequenced corridor program, consistent road-access settings or an accessible financing pathway for the small operators that dominate freight.

# Circularity & Waste Infrastructure

## Creating national scale for circular solutions

Australia can improve resource productivity, strengthen domestic supply chains and reduce waste by keeping products and materials in use for longer while building stronger markets for recycled and recovered materials. Member examples show that regulated medical-device reprocessing, industrial packaging recovery, e-waste recycling and packaging stewardship can operate in Australia. Wider adoption is constrained when circular pathways are not consistently recognised, supported by infrastructure or rewarded through procurement.

## Implementation barriers identified by industry

| | |
|---|---|
| 1 | National circular initiatives face different waste classifications, transport requirements, landfill rules, reporting obligations and procurement expectations across jurisdictions. |
| 2 | Proven reuse and reprocessing models can face cautious or inconsistent interpretation, particularly in healthcare, even when supported by TGA registration, quality systems and traceability controls. |
| 3 | Specialised and regional recovery infrastructure remains limited for contaminated industrial packaging, complex electronics, embedded batteries, mixed materials, rare earths and complex and specialized equipment. |
| 4 | Many product and packaging streams sit outside mandatory stewardship, while voluntary approaches leave gaps and allow free riders, including offshore sellers, to avoid equivalent obligations. |
| 5 | Procurement often focuses on upfront price rather than lifecycle value, including durability, repairability, safe reprocessing, recycled content, waste diversion and auditable emissions outcomes. |

## Priority actions to unlock investment and deployment

| | |
|---|---|
| 1 | **Harmonise national settings.** Create consistent definitions, classifications, transport rules, reporting requirements and procurement guidance so solutions can scale across borders. |
| 2 | **Recognise regulated reuse and reprocessing.** Include safe, compliant reprocessing in circular-economy and healthcare strategies, supported by clear procurement and clinical-governance guidance. |
| 3 | **Strengthen producer responsibility.** Use clear producer definitions, offshore-marketplace coverage, a single reporting platform and transparent investment of funds in circular outcomes. |
| 4 | **Invest in recovery capability and end markets**. Co-invest in regional collection, secure processing and advanced material recovery, while creating demand through standards and procurement of recycled materials. |
| 5 | **Use procurement to reward lifecycle value**. Assess reuse, repairability, reprocessing, recycled content, landfill diversion and lifecycle emissions alongside price, safety and performance. |

## Industry experience informing these actions

**PRINCIPAL EXAMPLE | ARJO RENU**

Arjo reports that its TGA-registered, ISO-accredited reprocessing model is operating in Australian hospitals and supports collection, traceability, quality control and outcome reporting. This demonstrates that regulated circular healthcare is feasible; the remaining barrier is consistent recognition in procurement and clinical-governance pathways.

**PRINCIPAL EXAMPLE | IKEA PACKAGING EPR**

IKEA reports that fragmented European EPR systems require more than 560 reports annually. Its experience supports a nationally harmonised Australian scheme with clear producer definitions, offshore-marketplace coverage, a single reporting platform and transparent reinvestment in recovery infrastructure.

**Supporting evidence:** Getinge reports that adapted logistics and a specialist recycler created a pathway for chemical drums containing residual chemistry, supporting the case for infrastructure and product-stewardship measures.
**Decision owner:** Commonwealth environment and health portfolios, TGA, state and territory health/procurement authorities, and governments responsible for packaging reform.
**Why existing arrangements are insufficient:** Australia has a national circular-economy framework and sustainable procurement policy, but coverage is limited to selected sectors and procurement categories; healthcare reprocessing and nationally consistent packaging obligations are not yet embedded at system scale.

# Decarbonisation & Energy Transition

## Enabling investment through infrastructure, capability and certainty

Australia can combine abundant energy resources with Swedish and Australian technology and delivery capability to build a more reliable, productive and lower-emissions economy. While progress has been made decarbonising electricity generation, emissions from mining and heavy transport will increase on the current trajectory while electricity demand increases with AI infrastructure. Transmission infrastructure, firming, storage and faster energy access in remote areas enable national decarbonisation and electrification of significant contributors including mining and heavy vehicles. Member experience adds practical evidence that timely approvals, grid connections, critical equipment, skilled people and coordinated industrial demand are essential to turn that pathway into delivered infrastructure and electrification outcomes.

## Implementation barriers identified by industry

| | |
|---|---|
| 1 | Delays in transmission, distribution and connection have a cascading effect on renewable connection, industrial electrification and emerging demand, including data centres, mining and critical-mineral processing and transport decarbonisation. |
| 2 | Reliance on voluntary action, together with lack of capital, infrastructure, and a coordinated plan for reliable clean energy at the scale and locations mining needs slows mining electrification, while fuel-tax and investment settings weaken the case for diesel displacement. |
| 3 | Supply chains for critical grid equipment such as transformers, high voltage direct current (HVDC) systems and electrical equipment are globally constrained. Growing skill and labour shortages, especially in the electrical trades and engineering, add to pressures in energy infrastructure delivery. |
| 4 | Transport electrification including truck and heavy vehicles held back by single policy interventions and jurisdiction specific reforms, rather than driven by coordinated action across government and industry. |
| 5 | Mobile networks need to be dimensioned for AI to unlock the full economic potential. Without targeted intervention, the ever-increasing traffic demand in mobile networks today could drive a substantial rise in network energy consumption. |

## Priority actions to unlock investment and deployment

| | |
|---|---|
| 1 | **Treat the grid as a national strategic asset.** Coordinate approvals, give priority projects clear timelines and align transmission planning. Ongoing government support for transmission projects critical for electrification and energy security including investments in firming capacity, inertia and system strength. |
| 2 | **Secure critical equipment and supply chains.** Enable early procurement, trusted international partnerships and targeted Australian manufacturing for constrained grid equipment. Invest in the energy workforce, including training, apprenticeships, engineering and skilled migration. |
| 3 | **Ensure transport decarbonisation is considered through a whole-of-government lens**, with nationally coordinated policy, regulatory and infrastructure reform. A technology-neutral approach will provide the most practical pathway to reducing emissions while maintaining freight productivity, supply chain resilience and Australia's economic competitiveness. |
| 4 | **Improve the case for industrial and mining electrification.** Coordinate power and charging in mining regions, revaluate settings that favour diesel and consider co-investment for diesel displacement and fuel switching. |
| 5 | As networks evolve toward 2030 and 6G, energy efficiency will become a central dimension of network performance. Regulatory settings that shape investment and market outcomes can support the building of networks for AI. |

## Industry experience informing these actions

**PRINCIPAL EXAMPLE | MARINUS LINK — HITACHI ENERGY**

Hitachi Energy reports that the 345 km Marinus Link project will use HVDC technology and grid-forming capability, with Stage 1 planned to provide 750 MW of capacity. The project illustrates how concessional finance, early equipment procurement and coordinated delivery can enable nationally significant transmission, while its development pathway demonstrates approvals complexity.

**Supporting evidence:** Sandvik reports that battery-electric mining equipment is available and operating in Australia, but wider adoption depends on reliable low-carbon power, charging and investment settings. The 2026 Integrated System Plan independently confirms that transmission, distribution, storage and firming are central to the least-cost transition.

**Decision owner:** Commonwealth and state energy and planning portfolios, AEMO, the AER, transmission network service providers, infrastructure-finance bodies and skills agencies.

**Why existing arrangements are insufficient:** The ISP and current funding mechanisms establish project need and finance pathways, but delivery remains exposed to sequential approvals, constrained equipment, workforce shortages and weak coordination between grid investment and industrial electrification demand.

# Government and Industry SACC Action Agenda

## Proposed next steps

1. **Select a small number of implementation priorities.** Choose barriers with strong evidence, a clear decision-maker and a practical pathway through existing or near-term policy processes.
2. **Nominate the responsible portfolio, agency and jurisdiction.** Map each action to the organisation controlling procurement, regulation, funding, reporting guidance, tax settings or standards.
3. **Test existing levers before creating new policy.** Use procurement guidance, regulatory incentives, co-investment, reporting standards, planning reform and demonstrations where these can resolve the barrier efficiently.
4. **Pair every government ask with an industry contribution.** Companies can provide evidence, implementation experience, technology, project sites, partnerships, training and outcome data, subject to approvals.
5. **Establish an implementation roundtable.** Bring relevant governments, regulators and member companies together around the three themes to resolve cross-jurisdiction barriers and monitor agreed next steps.

## Potential near-term implementation opportunities – for discussion:

1. ### NATIONAL FREIGHT-CHARGING DEMONSTRATION

**Owner:** Commonwealth transport and energy portfolios, the relevant state and territory, road authority, network and local planning body.
**Industry contribution:** Approved demand evidence, charging profiles, fleet commitments, site and operating requirements, and potential co-investment partners.
**Next milestone:** Delegate the responsible lead, selection criteria, candidate locations and a timetable for feasibility and funding decisions.

2. ### CIRCULAR HEALTHCARE

**Owner:** Commonwealth Health and DCCEEW, TGA, and participating state or territory health procurement authorities.
**Industry contribution:** Approved operating evidence, quality controls, workflow design, lifecycle data and proposed pilot parameters.
**Next milestone:** Agree on a date to nominate a lead agency, confirm participants and agree the scope and decision points for a pilot or guidance review.

3. ### GRID DELIVERY AND INDUSTRIAL ELECTRIFICATION

**Owner:** Commonwealth and state energy portfolios, AEMO, AER, relevant transmission businesses and infrastructure-finance and skills agencies.
**Industry contribution:** Approved project evidence, equipment lead times, workforce needs, connection requirements and delivery experience.
**Next milestone:** Agree on a date to record the priority bottlenecks, accountable decision owners and a time-bound resolution pathway.

## Contributors

ABB, arjo EMPOWERING MOVEMENT, AstraZeneca, ERICSSON, EQT, GETINGE, HITACHI, IKEA, Polestar, SANDVIK, SAAB, VOLVO, bcsd australia, Embassy of Sweden, Swedish Australian Chamber of Commerce SACC