



# Australian Electric Vehicle Industry Recap 2022



# Introduction

2022 was an action-packed year for the Electric Vehicle (EV) market in Australia. With all Australian federal, state and territory governments now actively supporting the uptake of EVs, there is widespread acceptance that this zero emission technology is not only critical to Australia achieving its climate targets, but also for the country to reduce its dependency on uncertain and expensive global fuel supplies.

The Electric Vehicle Council (EVC) has compiled a brief overview of the major electric vehicle moments for 2022, including EV market highlights, charging infrastructure progress, and policy achievements. This report also includes highlights of some of the key activities of the EVC over the course of 2022.

While the EV achievements of 2022 are a step in the right direction, there is still much more work to be done for Australia's EV market to catch up to the world, and to support the achievement of our climate targets, including net zero emissions by 2050.

The Electric Vehicle Council welcomes the publication of Australia's first National Electric Vehicle Strategy as soon as possible in 2023, and we encourage all governments, industry, and other stakeholders to support the introduction of an ambitious fuel efficiency standard to increase the supply of EV models to our country.

We encourage further action in 2023 to accelerate the decarbonisation of both light and heavy vehicles.

# Light Electric Vehicle Market Highlights



**+83,000**  
EVs now on Australian roads



**39,353**  
new EVs purchased during 2022



**3.8%**  
of all new cars purchased were EVs



**+86%**  
increase, up from 2.05% during 2021

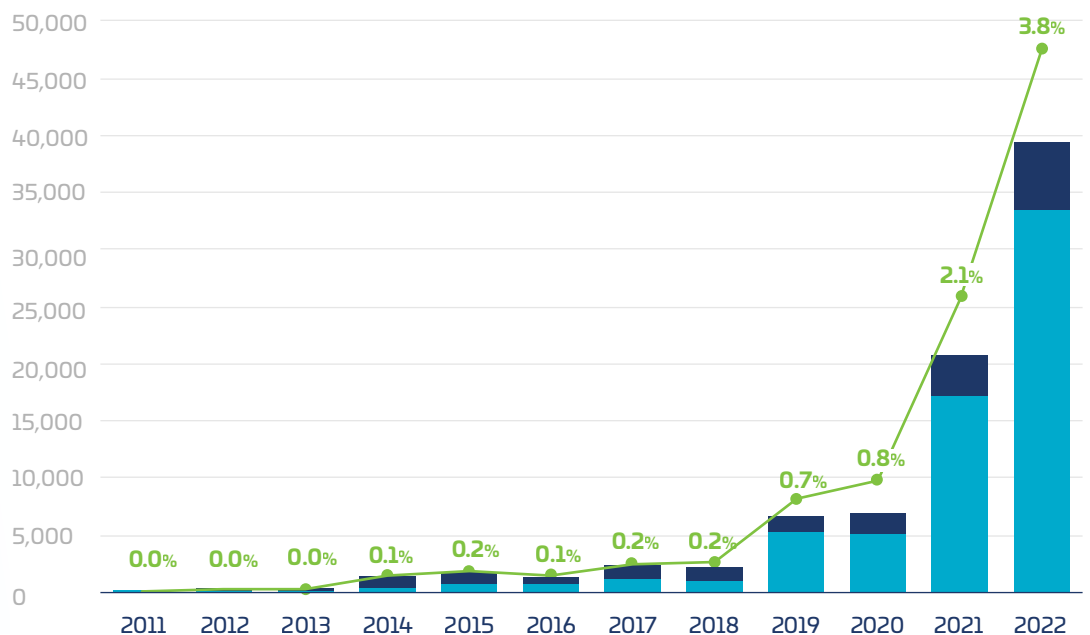
## New EV Purchases

New EV purchases in Australia almost doubled in 2022, compared to 2021. While this is a promising sign that the local market is continuing to grow, we still significantly trail the global average, which is currently estimated to have been between 12 to 14% in 2022.<sup>1</sup> It is also significantly behind markets in our region, like China, which has been reported to have achieved almost 28% EV sales in 2022.<sup>2</sup>

### New EVs purchased in Australia: 2011-2022

- BEV
- PHEV
- Market Share

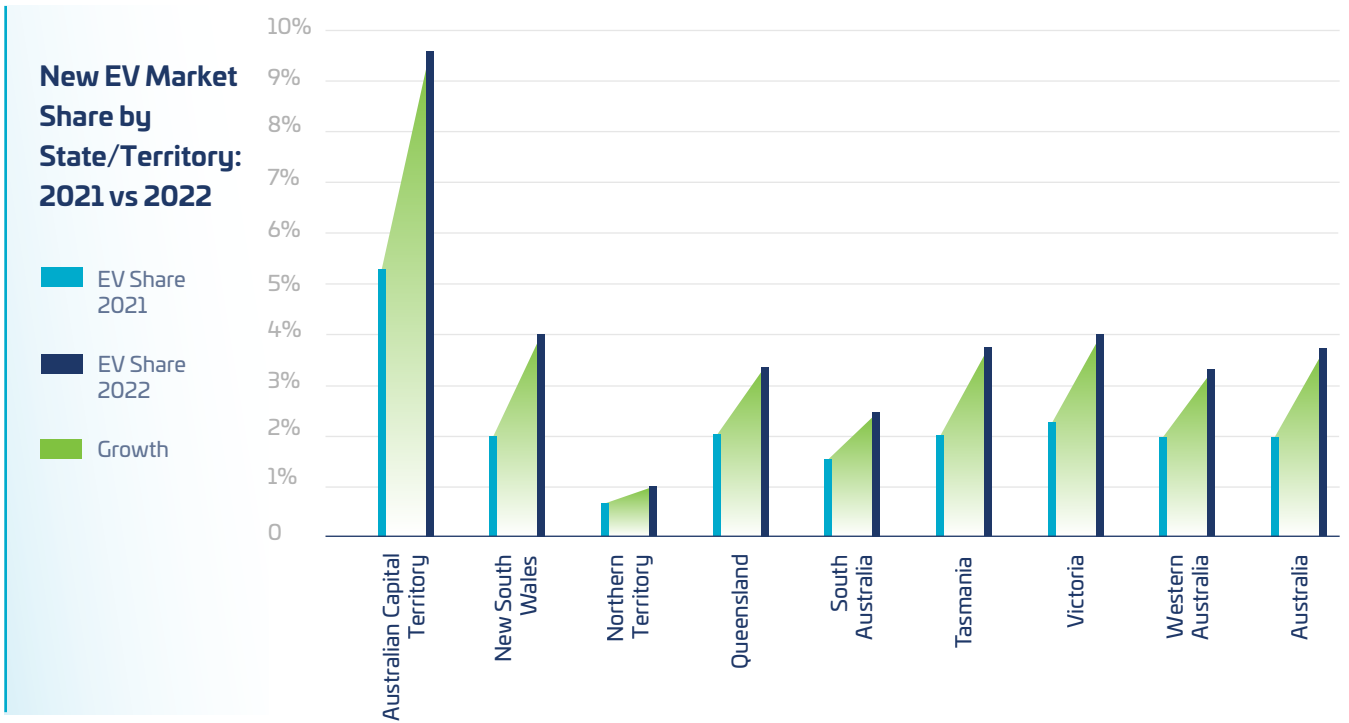
EV purchase figures come from a range of sources including VFACTS and direct industry reporting.



<sup>1</sup> Final global sales figures for 2022 had not yet been announced at the time of publishing this report.

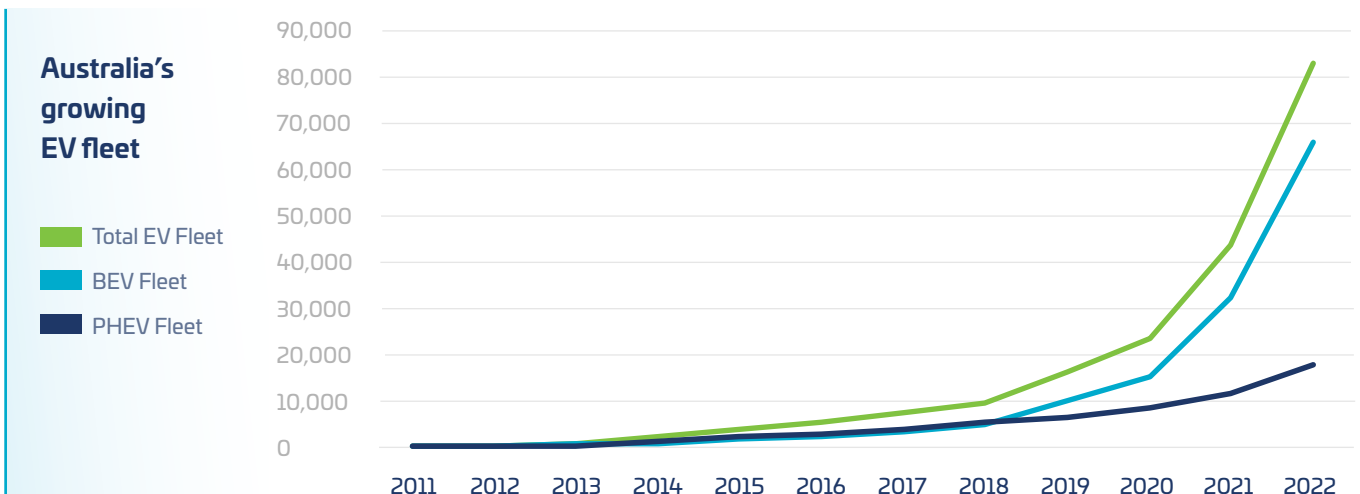
<sup>2</sup> <https://asia.nikkei.com/Spotlight/Caixin/China-NEV-sales-jump-in-2022-with-some-makers-far-out-in-front>

While the ACT continues to lead the nation in terms of EV market share (9.7%), encouragingly both New South Wales and Victoria effectively doubled market share to achieve 4% of new vehicle purchases in 2022, with Tasmania (3.7%), Queensland (3.5%) and Western Australia (3.4%) not far behind. Even in the case of South Australia and the Northern Territory, EV market share almost doubled between 2021 and 2022 – albeit off a lower base.



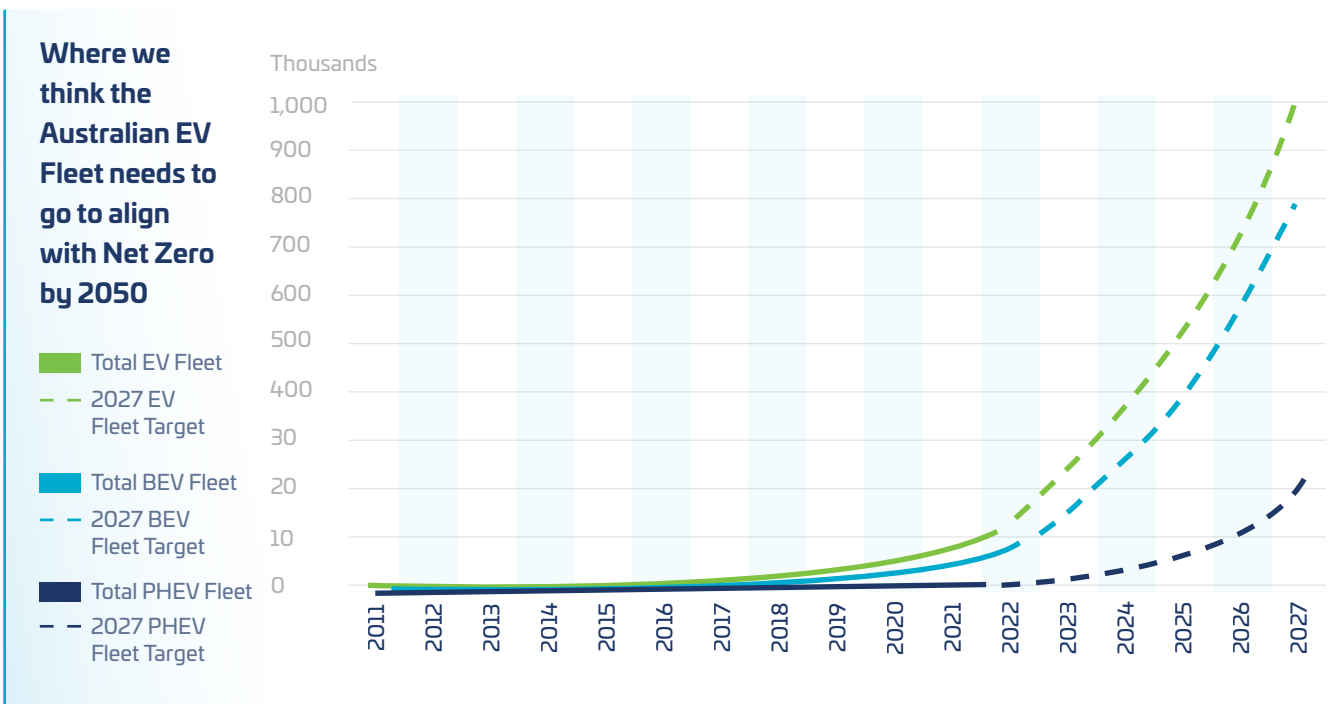
## Australia’s light EV Fleet

Looking across the nation, it is estimated there are now approximately 83,000 light EVs on Australian roads (not accounting for written-off vehicles due to accidents; grey-imports and/or retrofitted vehicles). The vast majority (79%) of Australia’s light EV fleet is made up of battery electric vehicles (BEVs).



While it is encouraging that the Australian EV fleet has roughly doubled each year since 2020, EVs still represent less than 0.5% of Australia’s passenger and light commercial vehicle fleet. Significant efforts will be required by Australian governments and industry to achieve a near 100% zero-emission vehicle fleet by 2050 in order to align with our national and state climate targets of net zero by 2050 – at the latest. This remains possible but in the near term will require the introduction of an ambitious fuel efficiency standard to significantly expand the supply of EVs to Australia. Continued support until at least 2030 will also be necessary to ensure EVs make up at least 50-60% of all new vehicles purchased by then.

We need the right policy settings in place for Australia’s EV fleet to continue achieving 60-80% growth each year. We should be aiming to enable our market to reach 1 million EVs on Australia’s roads by 2027 (approximately 5% of Australia’s passenger and light commercial vehicle fleet) and around 3 million by 2030 (equivalent to approximately 50-60% of all new vehicles purchased being EVs).

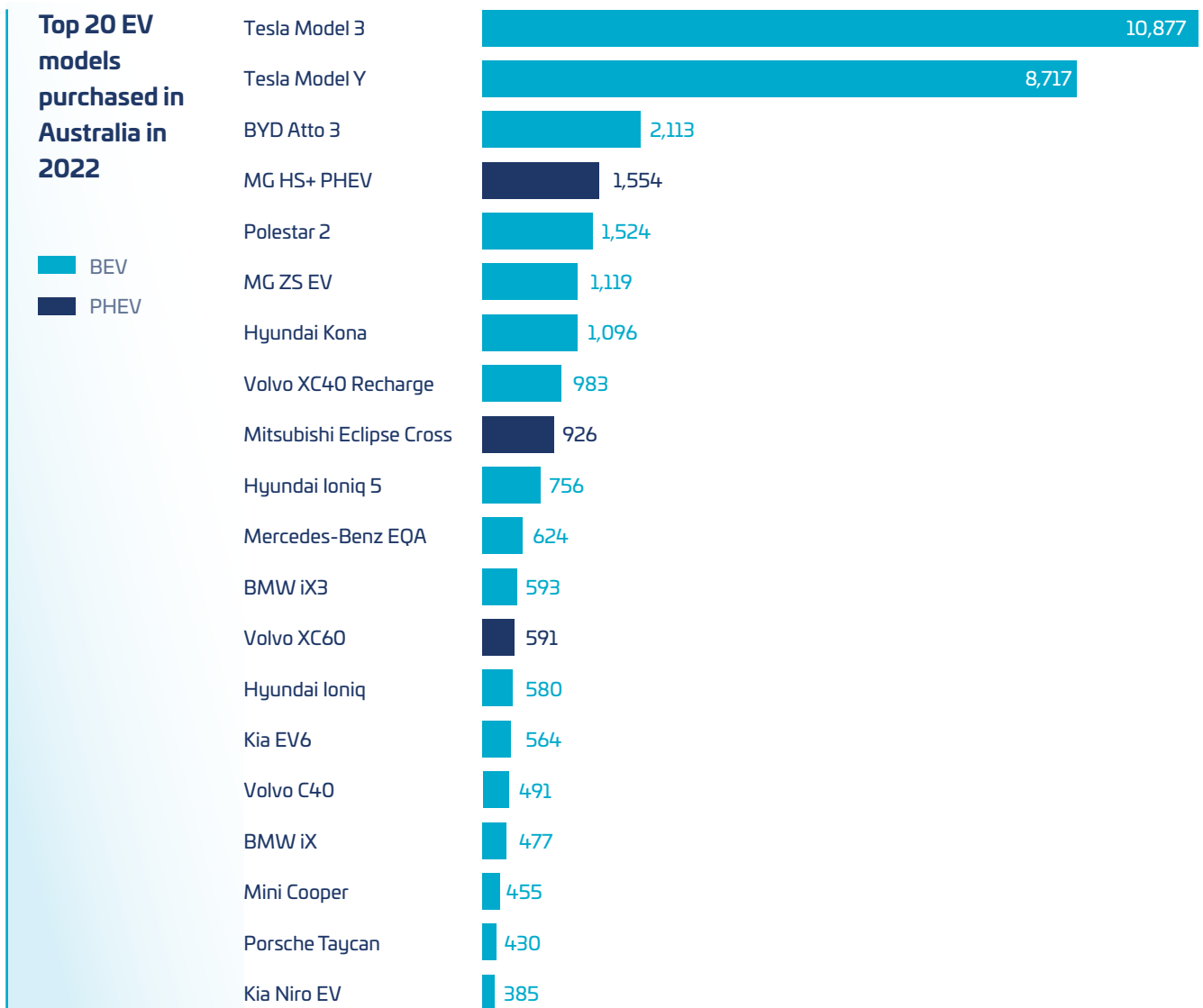


\*Note the above figure does not represent a detailed forecast, but forms the basis of an aspirational target of 1 million lights EVs by 2027 in order to get the Australian EV market on track to achieve >50% EV purchases by 2030, and a 100% EV fleet by 2050. The split between BEVs and PHEVs is indicative, and reflects a similar 80%/20% BEV/PHEV split reflected in the Australian market over recent years.

While the data above relates to light vehicles, the Electric Vehicle Council continues to explore opportunities to publish sales data on other vehicle segments including electric buses and trucks given the significant efforts being made by industry to accelerate uptake in these segments, and the importance of decarbonising these segments to achieve our climate targets.

# EV Model Breakdown

The range of EV models purchased during 2022 also expanded, with a total of 70 different EV models delivered to the Australian market made up of 38 BEVs and 32 PHEVs. The top 20 EV models purchased during 2022 are shown below – noting not all of these models were available during the full year.



The introduction of an ambitious fuel efficiency standard in Australia will not only help to further expand the range of EV models available to Australians, but also the number of each model supplied to the country – noting that many of the top 20 models are still only being supplied in small numbers to Australia.

## Which EVs are eligible for the Australian Government’s EV Discount?

In 2022, the Australian Government passed its EV Discount. The primary benefit of this discount is an exemption from Fringe Benefits Tax (FBT) for electric vehicles purchased by companies and/or through salary sacrifice arrangements. This significant incentive means that you could own an electric vehicle for the same cost as a petrol/diesel equivalent. The intention of this policy is to increase EV adoption by fleets, which will sell these vehicles over the next few years and create a strong second-hand EV market for all Australians to benefit from. Here we have compiled a list of the EV models eligible for this discount:

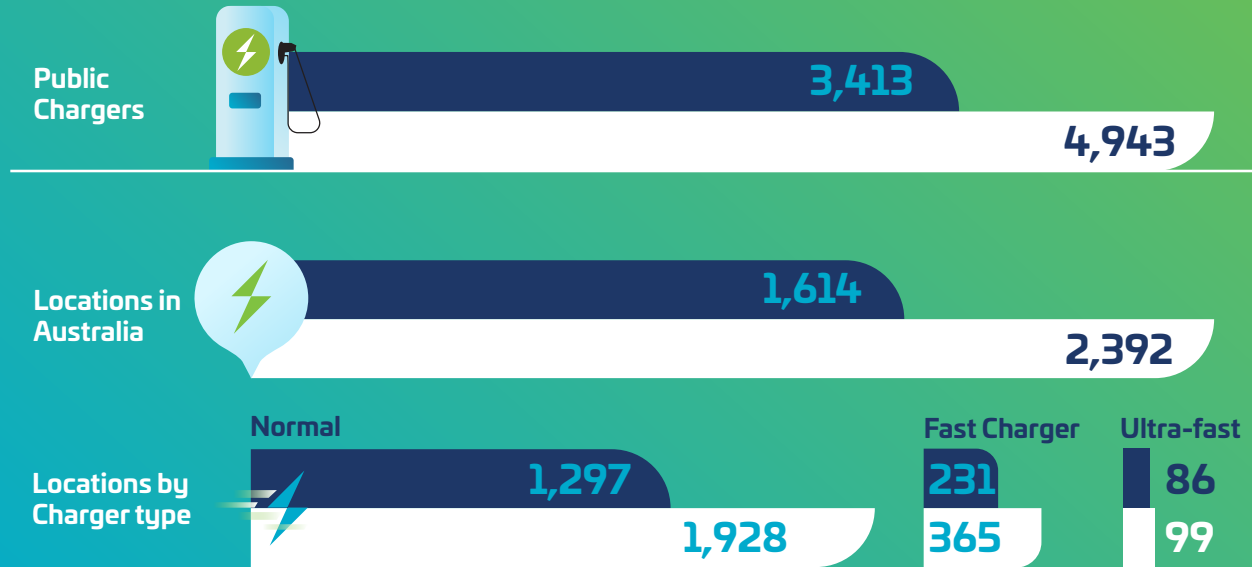
<b>BMW iX1</b>	<b>Lexus ux300e</b>	<b>Mitsubishi Outlander PHEV</b>
<b>BYD Atto 3</b>	<b>Mazda MX-30</b>	<b>Nissan Leaf</b>
<b>Cupra Born</b>	<b>Mercedes-Benz A250e</b>	<b>Peugeot 3008 PHEV</b>
<b>Cupra Formentor VZe</b>	<b>Mercedes-Benz EQA</b>	<b>Peugeot 508 PHEV</b>
<b>Cupra Leon VZe</b>	<b>MG HS+ PHEV</b>	<b>Polestar 2</b>
<b>Ford Escape PHEV</b>	<b>MG ZS EV</b>	<b>Tesla Model 3</b>
<b>Hyundai Ioniq 5</b>	<b>Mini Cooper SE</b>	<b>Tesla Model Y</b>
<b>Hyundai Kona</b>	<b>Mini Cooper Countryman PHEV</b>	<b>Volvo C40 Recharge</b>
<b>Kia EV6</b>	<b>Mitsubishi Eclipse Cross PHEV</b>	<b>Volvo XC40 Recharge</b>
<b>Kia Niro EV</b>		
<b>Kia Sorento PHEV</b>		

Note that depending on specifications, if the final vehicle configuration is subject to luxury car tax i.e. exceeds \$84,916 (before on-road costs), it will not be eligible for this discount. Additional EV models will be introduced throughout 2023 that will also be eligible for this policy. To find out more about how you can take advantage of this policy, please go to: <https://electricvehiclecouncil.com.au/electric-car-discount-2022/>

# Charging infrastructure highlights

Dec. 2021

Dec. 2022



## Types of charging:

**⚡ up to 24 kW AC/DC**  
REGULAR CHARGING

**⚡⚡ 24 -99 kW DC**  
FAST CHARGING

**⚡⚡⚡ 100kW+ DC**  
ULTRA-FAST CHARGING

**Over the past three years the number of public charging sites in Australia has roughly doubled.**

This is a step in the right direction, however, further effort is still required to meet the demand of the ever expanding local EV fleet.

Specifically, work is needed to ensure that reliable, multi-bay ultrafast charging sites are deployed:

- ➔ in regional areas at reasonable spacing, so that drivers are able to recharge when making long trips, and
- ➔ In urban areas to cater for drivers who are unable to charge at home

The New South Wales state government is currently leading the way with excellent policy and grants programs in this space.



**Public EV charging locations by state, type, and numbers:**

State	Regular	Fast	Ultrafast	Grand Total
ACT	29	6	3	38
NSW	566	112	37	715
NT	52	2	0	54
QLD	339	82	12	433
SA	193	36	9	238
TAS	95	23	6	124
VIC	378	72	25	475
WA	276	32	7	315
<b>Grand Total</b>	<b>1928</b>	<b>365</b>	<b>99</b>	<b>2392</b>

\*The Electric Vehicle Council has made reasonable efforts to cleanse the data sourced from the Plugshare website to provide a reasonably accurate snapshot of the current state of play, but has not independently verified every location. Please note that changes in figures for 2021 are due to both a recategorisation of what we define as regular, fast and ultra-fast charging sites, as well as improvements in data collection to remove duplicates where one individual site has chargers from multiple categories.

# Policy Highlights

While the Australian EV market still has a long way to go to catch up to the global average, the nation is starting to head in the right direction. This is in large part thanks to the actions of Australian federal, state and territory governments, all of which are now actively supporting the adoption of electric vehicles, and recognise the critical role this technology has to play in achieving emission reduction targets.

Here we celebrate some of the major EV policy highlights across Australian governments during 2022.

## Federal

<p><b>National EV Strategy</b></p>	<p>A major milestone for the Federal Government is the <u>development</u> of the first National Electric Vehicle (EV) Strategy, designed to boost the affordability, supply and uptake of EVs in Australia. The government sought input in late 2022 on how to increase EV supply, encourage uptake and develop the necessary infrastructure to ensure an equitable EV transition. The government is also considering the introduction of a fuel efficiency standard to help reduce transport emissions and increase the supply of electric vehicles to the Australian market.</p>
<p><b>Electric Car Discount</b></p>	<p>In effect from 1 July 2022, the Government introduced the Electric Car Discount, providing a fringe-benefits tax exemption to support the rapid uptake of electric vehicles in Australia, particularly in fleets. This will lead to a significant increase in second-hand EVs, available to all Australians, at prices much cheaper than new EVs.</p>
<p><b>Emission Reduction Targets</b></p>	<p>The Government also <u>legislated</u> greenhouse gas emission reduction targets of 43% by 2030 and net zero by 2050, demonstrating a whole-of-government commitment to measures to achieve climate targets, including the decarbonisation of transport.</p>
<p><b>Heavy Vehicles Transition Support</b></p>	<p>ARENA <u>announced</u> \$20.1 million in government funding to Team Global Express to support heavy vehicle electrification at its western Sydney depot. The trial will provide significant insights for fleet operators in the transport and logistics sector and assist with reducing barriers to fleet transition. The Government also announced the adoption of Euro VI noxious emissions standards for heavy vehicles to improve air quality and increase the supply of more efficient heavy vehicles to Australia.</p>
<p><b>Driving the Nation Fund</b></p>	<p>A doubling of ARENA funding to \$500 million to primarily support further expansion of a national EV charging network.</p>

## Australian Capital Territory

<b>New EV Strategy</b>	The ACT Government delivered a new Zero Emissions Vehicle (ZEV) <u>strategy</u> , including an aspirational target of 80-90% of light vehicle sales consisting of ZEVs by 2030, and a phase-out of ICE vehicle sales from 2035.
<b>% EV Purchases</b>	ACT continues to lead Australia on EV uptake, with the highest percentage of EV purchases (at 9.7%) demonstrating the benefits of implementing effective financial incentives and other policy measures to encourage uptake.
<b>Expansion of Public Charging</b>	The ACT continues to <u>expand</u> its public charging infrastructure, with grant funding recipients announced in August 2022. The network is expected to expand to 100 public chargers in 2023.
<b>Zero-Emissions Bus Transition</b>	The first buses under the ACT Zero-Emissions Bus Transition Plan were <u>delivered</u> at the end of 2022, as part of the territory’s plan to achieve a zero-emission public transport system by 2040.

## New South Wales

<b>Fleets Incentive</b>	A second round of the NSW Drive Electric Fleets Incentive bidding process was <u>conducted</u> in mid-2022 to assist NSW organisations to transition their fleets to EVs. 2,200 new battery EVs have been incentivised through this scheme so far, increasing the total number of BEVs on NSW roads by 10%.
<b>Destination Charging</b>	NSW is <u>providing</u> \$20 million to co-fund the purchase and installation of EV chargers at eligible regional destinations, which seeks to reduce range anxiety and encourage EV uptake across the state. In June 2022, NSW committed a further \$10 million to invested in kerbside EV charging to support owners with limited off-street parking.
<b>Expansion of Public Charging</b>	The NSW Government <u>conducted</u> two rounds of the \$149 million public EV Fast Charging Grants scheme to co-fund infrastructure across the state. 86 ultra-fast charging stations are already underway as part of round one, with round two in progress.
<b>Launch of Apartment Charging Guide</b>	The Government also released a step-by-step <u>guide</u> to making residential and commercial buildings electric vehicle ready, providing a practical resource for property owners and tenants about how to approach EV integration. Additionally, \$10 million has been committed to support over 125 strata buildings to retrofit the electrical infrastructure required to install EV chargers.
<b>Zero Emission Buses Funding</b>	NSW <u>announced</u> \$3 billion in funding under its Zero Emission Buses program, which provides for more than 1,200 new buses to be manufactured to replace the entire NSW bus fleet with electric vehicles, the construction of a new bus depot at Macquarie Park and conversion of 11 existing bus depots for electric charging.

## Northern Territory

<b>Registration and Stamp Duty Exemptions</b>	Drivers of EVs in the Northern Territory are now able to access registration concessions through to 2027. The Government <u>incentive</u> came into effect in mid-2022, in addition to a waiver for stamp duty on the first \$50,000 of the purchase price representing a \$1,500 saving.
<b>Electric Vehicle Charger Grants Scheme</b>	The NT Government has <u>committed</u> \$300,000 to the provision of residential and business grants for co-funding EV charger purchases and installation.
<b>Fleet Transition</b>	In 2022/2023 NT Fleet more than tripled the previous year's EV orders. Charging infrastructure is being installed in NT Government owned and leased buildings to support the expansion of the EV fleet

## Queensland

<b>Zero Emission Vehicle Strategy</b>	QLD's Zero Emission Vehicle Strategy and Action Plan, <u>introduced</u> in March 2022, provides a 10-year transition plan that includes a sales target of 200,000 EVs by 2027. The QLD Government is aiming for 50% of new passenger vehicle sales to be EVs by 2030, and 100% by 2036.
<b>QFleet Transition Strategy</b>	The QLD Government released an updated QFleet Transition <u>Strategy</u> to help achieve emission reduction targets. This includes a goal to transition 100% of eligible passenger vehicles to zero emission vehicles by 2026, with an accelerated transition to contribute to the supply of electric passenger vehicles available to the public.
<b>New EV Purchase Incentive</b>	As part of the new ZEV Action Plan, the QLD Government <u>introduced</u> a purchase rebate of \$3,000 for all new battery EVs with a total purchase price of up to \$58,000, available from mid-2022.
<b>Expansion of Queensland Electric Super Highway and Public Charging</b>	The QLD Government is allocating \$10 million to co-fund the installation of public fast charging infrastructure across the state. This initiative builds on the Queensland Electric Super Highway, including the Phase 3 expansion which adds 24 sites in regional Queensland. At completion of this next phase, QESH will be a comprehensive fast charging network connecting EV drivers across the state.
<b>Electric Bus Program</b>	QLD <u>opened</u> Australia's first all-electric bus depot in April 2022, in addition to numerous electric buses entering the QLD transit system, progressing towards a government commitment for all new buses in South East Queensland to be zero emissions vehicles from 2025.

## South Australia

<p><b>Expansion of Public Charging Infrastructure</b></p>	<p>The SA Government has <u>awarded</u> a \$12.4 million grant to the RAA for the construction of a state-wide EV charging network. The network comprises over 530 regular, fast and ultra-fast chargers across 140 sites, with more than 75% of sites in rural areas. Construction commenced in December 2022 and is due for completion in 2024.</p>
<p><b>EV Smart Charging Trials</b></p>	<p>The Government has <u>invested</u> \$3.2 million in nine trials to provide insights to generate and share knowledge about integration of EVs with the electricity grid. Construction of the 142 smart charging bays commenced in 2022, with the majority to become operational in the first half of 2023.</p>
<p><b>Electric Bus Transport Program</b></p>	<p>With a strategy for a zero-emissions bus fleet under <u>development</u>, SA's first fully battery electric bus began operating on the Adelaide Metro network in December 2022. A tender for Feasibility Studies and Business Cases for the Transition to Zero Emission Public Transport was also released in December 2022.</p>
<p><b>Repeal of EV Tax</b></p>	<p>Legislation to scrap the future introduction of a EV tax were passed by South Australia's House of Assembly in November 2022, and has been introduced to the Legislative Council.</p>
<p><b>EV Fleet Pledge</b></p>	<p>The <u>EV Fleet Pledge</u> aims to foster a network of like-minded organisations that aspire to transition their fleets to electric vehicles where they can share knowledge to achieve this outcome.</p>

## Victoria

<p><b>Fleet Transition</b></p>	<p>VIC Government <u>finalised</u> the grants process for the EV Charging for Business Fleets program, comprising \$1.5 million to assist organisations with the EV transition. Additionally, the Government <u>allocated</u> \$1.5 million under the EV Charging for Council Fleets program to 26 local councils to co-fund installation of 120 charging sites.</p>
<p><b>Electric Bus Program Expansion</b></p>	<p>Under its commitment to expand use of electric heavy vehicles and incentivise local industry, the VIC Government has commenced a three-year Zero Emissions Bus Trial, with 52 electric buses to be trialled on select bus routes in Melbourne, Seymour and Traralgon. The Ivanhoe bus depot will be converted into a fully zero-emissions depot by 2024. A further 36 electric buses are being incorporated into the network through conventional contract arrangements. Victoria will only purchase zero emission buses from 2025</p>
<p style="text-align: right;">Continues on next page</p>	



Victoria Policy Highlights

<p><b>EV-Ready Buildings</b></p>	<p>To assist the public with EV adoption, the VIC Government has <u>published</u> a resource to provide awareness on EV-related matters, including integration with the built environment.</p>
<p><b>Training</b></p>	<p>The Victorian Government is <u>investing</u> \$950,000 in a pilot program for 500 licensed electricians to develop the electric vehicle workforce fundamental to the expansion of the EV charging network.</p>
<p><b>EV Charger Regulation Clarity</b></p>	<p>The Victorian Government made a sensible clarification of the electricity retailer regulatory framework for charge point operators (CPOs). A General Exemption Order was published in September 2022 clarifying regulations by specifically excluding CPOs from requiring a retail electricity licence to sell electricity through an EV charger in Victoria.</p>

## Tasmania

<p><b>Supporting EV Transition</b></p>	<p>Following the introduction of stamp duty and registration fee exemptions in 2021, the TAS Government <u>continues</u> to support EV uptake, and is working towards its goal for an all-electric government fleet by 2030. The Government continues to <u>support</u> installation of charging infrastructure across the state under its ChargeSmart Fast Charging Program.</p>
<p><b>Net Zero Target</b></p>	<p>The Government has also <u>legislated</u> an emissions reduction target for Tasmania of net zero emissions by 2030. The Tasmanian Government is required to development sector-specific emission reduction plans in partnership with industry. The plan for the transport sector will be delivered by November, 2023.</p>
<p><b>Zero Emission Bus Trials</b></p>	<p>In mid-2022, TAS <u>announced</u> plans to conduct zero emission bus trials in Launceston and Hobart to inform the state’s public transport transition. Following the public tender process, the successful electric bus suppliers will be announced in early 2023.</p>

## Western Australia

<p><b>Clean Energy Car Fund</b></p>	<p>In May 2022 the WA Government <u>announced</u> an additional \$60 million Clean Energy Car Fund, building on the existing \$21 million State Electric Vehicle Strategy.</p> <p>The Clean Energy Car Fund includes \$36.5 million for up to 10,000 rebates of \$3,500 to Western Australians purchasing EVs up to a value of \$70,000.</p>
<p><b>Charging Infrastructure</b></p>	<p>The WA <u>Government</u> is investing more than \$22 million in the WA EV Charging Network. Construction of infrastructure commenced in November 2022.</p> <p>\$15 million has also been committed to support Not-for-Profits, SMEs, and local governments to install charging infrastructure, and \$4 million has been allocated to install charging infrastructure at train stations.</p>
<p><b>Electric Bus Transition</b></p>	<p>Following the Federal Government's <u>provision</u> of \$125 million funding for electric bus charging infrastructure in the 2022-23 Federal Budget, WA will be investing in the local manufacture of 130 buses to transition the Perth bus network and deliver infrastructure upgrades. This builds on the existing electric bus trial that commenced in Perth in February 2022.</p>
<p><b>Electricity Systems</b></p>	<p>Actions under the <u>EV Action Plan: Preparing WA's electricity systems for EVs</u>, are progressing. Energy Policy WA is leading delivery of the Action Plan, working collaboratively with stakeholders to prepare WA's electricity systems for EVs.</p>

## Collective National Efforts

<p><b>EV Ready Developments</b></p>	<p>Building ministers have <u>agreed</u> on national reforms to improve the energy efficiency, accessibility, and liveability of new homes in Australia. Changes include updates to the National Construction Code (NCC) to make it easier for people living in apartments to switch to electric vehicles by providing base infrastructure for future EV charging. The new provisions will become mandatory on 1 October 2023.</p>
<p><b>Cross-jurisdictional dialogue</b></p>	<p>Energy Ministers have agreed on implementation pathways for priority reforms to ensure Australia's electricity system is ready for the rapid adoption of Electric Vehicles (EV), with further work to be presented to Ministers by mid-2023.</p> <p>Additionally, Infrastructure and Transport Ministers agreed jurisdictions would contribute to an inventory of activities being undertaken to reduce transport emissions, and propose areas of cross-jurisdictional cooperation to progress through Infrastructure and Transport Ministers' Meetings.</p>

# The critical need for an ambitious fuel efficiency standard in Australia

The number one barrier to getting more electric vehicles (EVs) onto Australian roads today is the low supply of EVs to our market. There are hundreds of EV models available overseas, and yet only a fraction of these are being supplied to Australia.

Australia is not receiving more EVs mainly because we do not have a regulation called a Fuel Efficiency Standard.

We support the Australian Government introducing a Fuel Efficiency Standard as soon as possible, so many more EVs and fuel-efficient vehicles are brought to our country for all Australians to benefit from.

## What is a fuel efficiency standard?



A fuel efficiency standard consists of a series of yearly targets for new vehicles sold by car makers, based on their tailpipe emissions.

Each car maker needs to meet these targets based on the average emissions of **new vehicles** they sell each year, otherwise they risk paying large penalties to the government. In other countries that already have a fuel efficiency standard, these penalties can be significant, sometimes in the tens or hundreds of millions of dollars.

To minimise the chance of paying a penalty, car makers need to sell more fuel-efficient vehicles, particularly zero emission vehicles like electric vehicles, to reduce the average tailpipe emissions of all the new vehicles that they sell.

This is why countries that have a fuel efficiency standard are prioritised for the supply of electric vehicles, and countries that don't have a fuel efficiency standard – like Australia – are at the back of the queue.



## Does a fuel efficiency standard ban certain types of vehicles?

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## How long will it take for the supply of electric vehicles to increase if a fuel efficiency standard is introduced in Australia?

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## Is a fuel efficiency standard the only policy Australia needs to accelerate the uptake of electric vehicles?

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No, a fuel efficiency standard **does not ban** any particular type of vehicle. Car makers can continue to sell whichever types of vehicles they want. What is important is that they ensure the average emissions rate of all the new vehicles they sell each year meets the fuel efficiency target set by the government.

New Zealand has only recently introduced a fuel efficiency standard that targets 63.3 g/km CO<sub>2</sub> by 2027 for passenger cars, and 87.2 g/km CO<sub>2</sub> for light commercial vehicles. Even prior to it starting the country has seen an initial increase in the supply of electric vehicle models.

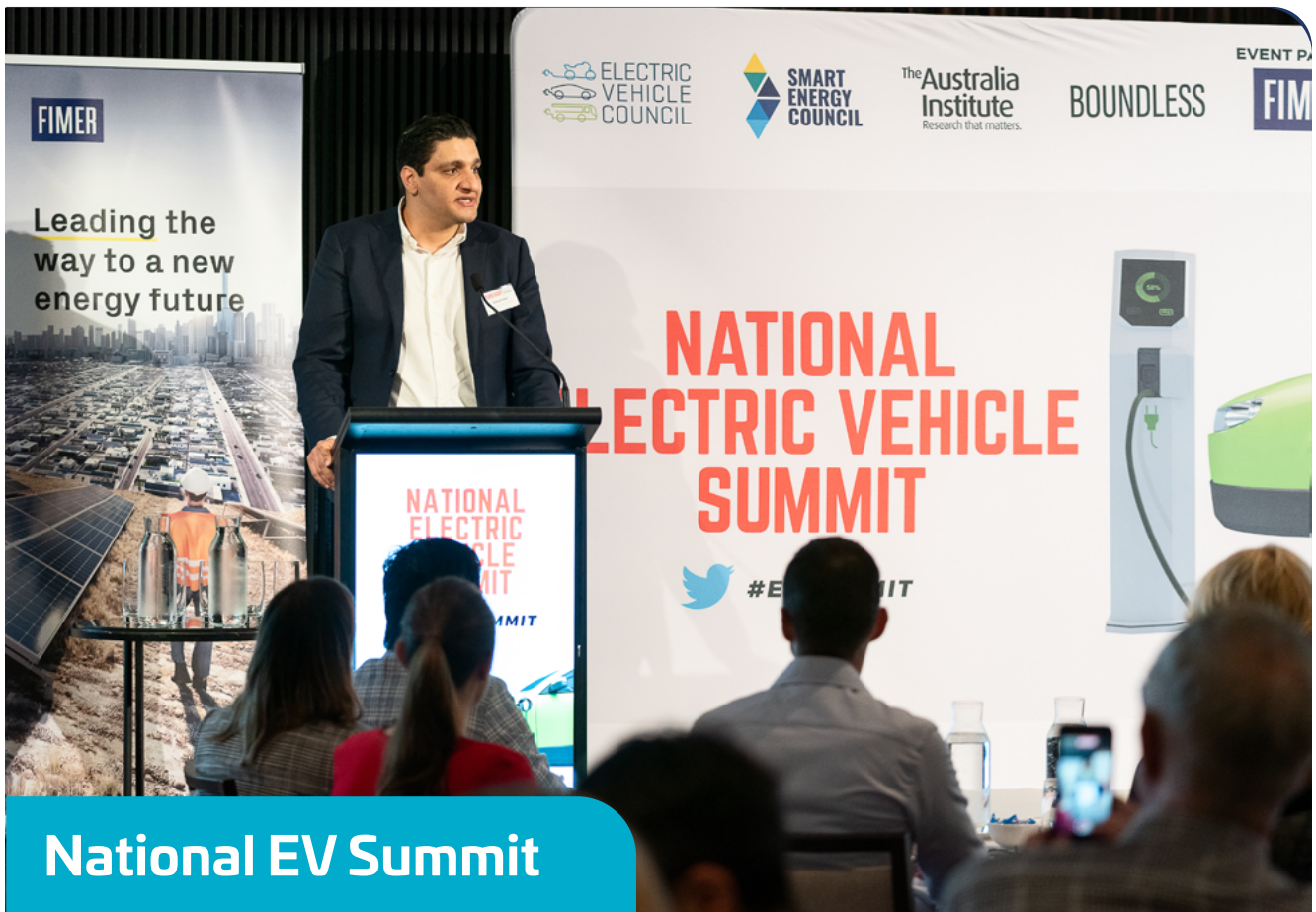
In the case of Australia, we expect there will be a modest increase at the beginning of a fuel efficiency standard, but assuming the targets are ambitious enough to catch up to the US, Europe and New Zealand in the next few years, we then expect that the supply of EVs will start to accelerate significantly.

It is important to recognise that it takes a few years for car makers to adjust supply, so while the impact is not immediate, this policy is critical for ensuring Australia does receive a strong supply of electric vehicles as soon as possible.

In addition to fuel efficiency targets, Australia should also introduce a strong package of nationally consistent incentives, worth up to \$10,000 to reduce the upfront cost of purchasing an EV, and stimulate demand.

The Australian Government has already introduced its electric car discount, which will particularly support fleets in adopting electric vehicles, and create a strong second-hand market for EVs when these are sold in the 3-4 years' time. Other incentives should be considered in addition to a fuel efficiency standard to support all Australians in making the switch to an EV, and consider options to enable an equitable transition to an EV fleet.

# EV Council Highlights



## National EV Summit

In collaboration with Boundless, the Australia Institute and the Smart Energy Council the inaugural National EV Summit was held in Canberra on 19 August 2022, with leaders across governments and industry coming together to discuss the future of transport in Australia.

A particular focus of the summit was the important role that a fuel efficiency standard will play in ensuring widespread EV adoption, increasing the supply of more fuel-efficient vehicles and EVs, and reducing emissions from the transport sector.

To find out more about the National EV Summit, please go to:

<https://fuelefficiencystandards.com/>



**Behyad Jafari**  
CEO, Electric Vehicle Council

We know that especially today, Australian families are struggling more than ever before with the rising cost of petrol bills. According to the AAA, petrol bills for families have reached, on average, over a hundred dollars for the first time ever. And there's only really one sustainable and consistent way for us to help reduce families petrol bills. That's by helping them use less of it in the first place, or in the case of electric vehicles, use none of it at all.

The rest of the developed world has introduced for quite some time now very strict fuel efficiency standards or vehicle emission standards that encourage car makers to take their latest and best technologies to their markets first and deprioritise Australia. We've calculated the value of these standards in a market like the European Union. Selling an electric vehicle in that market helps a car company avoid penalties to the tune of about \$15,000 in Australian dollars (per vehicle). So there's a very clear economic incentive for car companies to sell their electric vehicles to those markets.



**Mike Cannon-Brookes**  
CEO, Atlassian

The problem is right now we are far behind the rest of the world.

Our Fuel Efficiency Standards cannot be a step forward from where we are today, they have to catch up to where the rest of the world is. We have to make that leap to catch up to where they are.

We need to be on par with the rest of the world.

Our friends across the ditch in New Zealand have gone from 3% to 10% in a bit over a year. So we know that that leap is entirely possible.



**Hon Chris Bowen**  
Minister for Energy and Climate Change

Australia now has a government that gets it, but this is just the beginning. It's not enough. We need collaboration not only across government, but across governments and across society to deal with the challenges and opportunities that are presented by climate change. And on behalf of the new government, I welcome your ideas and engagement and passion on electric vehicles and on so much more.

To me, this is ultimately about choice, freedom of choice. And Australian policy settings are denying Australians real choice of good, affordable, no-emissions cars. In fact, when asked, more than one in two people said they would consider buying an electric vehicle as their next car.

While we're behind the pack, Australians are missing out, and without federal leadership, Australians will continue to miss out.

Apart from Russia, Australia is the only OECD country not to have or be in the process of developing fuel efficiency standards. The lack of standards in Australia is cited as one of the key factors impacting on the supply of EVs into Australia. Why? Because while Australia doesn't show leadership, manufacturers will prioritise those markets that do. It's pretty simple. It means that consumers aren't getting the choice available internationally, and as the world moves to more efficient and cleaner cars, we risk becoming even more of a dumping ground for older technology which can't be sold in other markets.

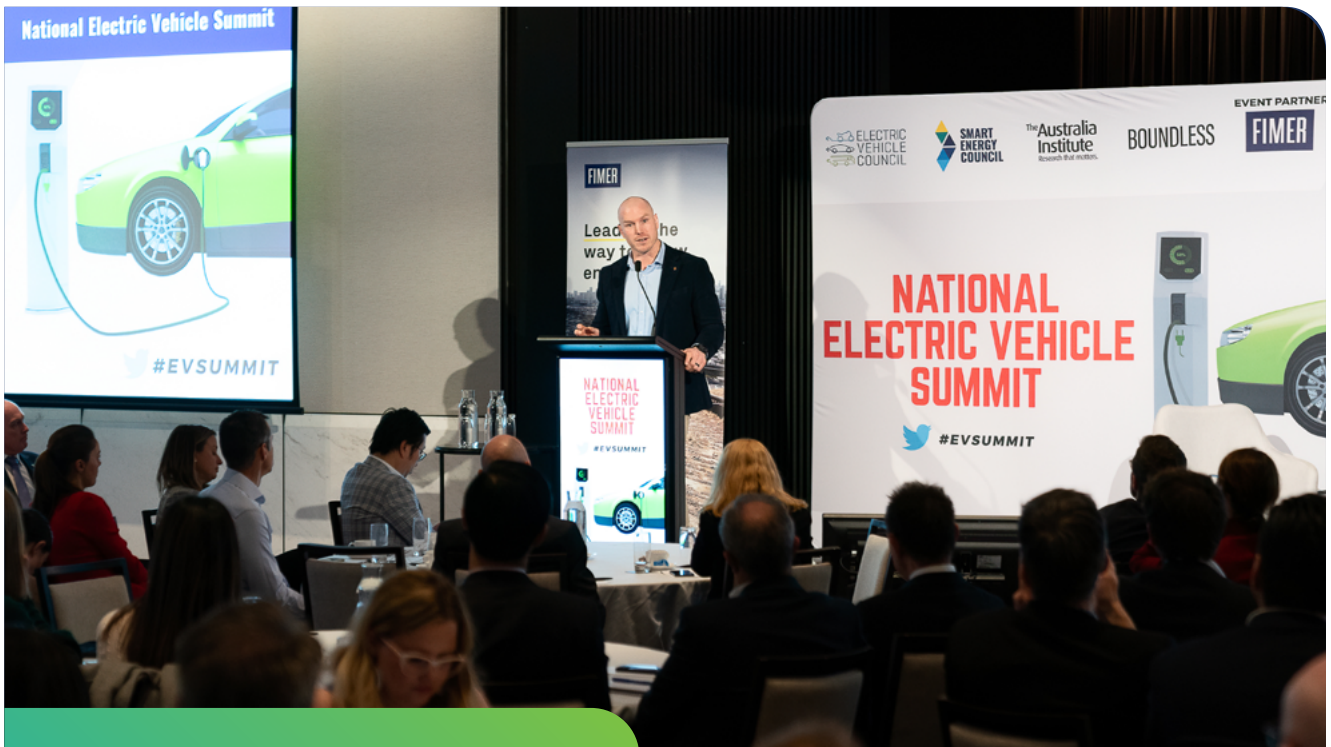


**Robyn Denholm**  
Chair, Tesla

We've got to catch up to the rest of the world quickly, as quickly as humanly possible. So having a Fuel Efficiency Standard that doesn't get us close to meeting the European or U.S. standards doesn't cut it.

Having that ambition of a global leading standard or at least in keeping with the global leaders is really, really important.

But to me, what we can't accept is the world's dirtiest cars in Australia and that's what we have today and that's increasing.



**Senator David Pocock**  
Independent Senator for the ACT



We now need politicians to lead and ensure we have the policy and incentives to actually get this transition going. And my message to the government is simple. Be bold.

Fear campaigns of years past have clearly lost their bite. The community backs you. The parliament now backs you. And as an independent, I'll be advocating for stronger action on all of these things and pushing the government to act with courage and ambition in pursuing long overdue changes. And I know I won't be alone in that advocacy.

**Zoe Daniel MP**  
Member for Goldstein



I think that the next piece, if we are talking about finally creating some policy certainty in these areas, is to say, "There will be no new car sales of fossil fuel vehicles in Australia after 2035." The industry needs certainty, consumers need certainty. And I think that is the next step.

**Dr Monique Ryan MP**  
Independent Member for Kooyong



I think the role of the government is to act on the affordability side of things. I think we have to increase range and affordability across all price brackets.

**Kylie Tink MP**  
Member for North Sydney



Consistent across the crossbench is our very firm commitment to getting this done.

We're ready to go, the whole country's ready to go. Let's do this.





**Hon Tom Koutsantonis MP**  
Minister for Infrastructure and Transport, SA



I am very concerned about the patchwork of policies around electric vehicles across the entire nation. We are burdening our constituents with a patchwork of policy that will mean that our constituents will be paying more, and get poorer quality outcomes from the transition to electric vehicles. We need consistent national policy, and that's what we're arguing for.

**Hon Mark Bailey MP**  
Minister for Transport and Main Roads, QLD

I'm really heartened to see the commitments from Chris Bowen, and I had meetings with Catherine King when the transport Minister was in Brisbane. Obviously, decarbonisation was a key thing we discussed at the National Transport Ministers meeting. And out of that, we have the offer to partner from the Federal Government, all the jurisdictions, about the strategy forward. I thank the Federal Government for that collaboration, that commitment is one that we will grasp in Queensland, and of course, the fuel efficiency standards announcement is important, too.

**Andrew Barr MLA**  
Chief Minister, ACT



Our endeavour, and what we will be seeking from the Federal Government, is to extend that collaboration that's been quite effective at a state and territory government level, although not perfect, to have a willing partner in the Commonwealth to work towards a national EV strategy.

We've talked about legislation to phase out the sale of internal combustion vehicles. We've obviously led with 2035. I'd like to see other jurisdictions follow that and that become a national position, and clearly we need to develop nationally consistent approaches to road user charging reforms to replace the fuel excise.

**Hon Matt Kean MP**  
Treasurer and Minister for Energy, NSW



Transport accounts for 20% of our state, with almost 50% of those coming from passenger vehicles. And without action transport emissions are currently projected to become the leading source of emissions by 2035. So New South Wales understands the importance of decarbonising transport as we pursue our emissions reductions goals, but we are also determined to seize the mammoth economic opportunities on offer.





**Hon Michael Wood**

**New Zealand Minister for Transport**



For New Zealand, we are keenly aware of the fact that climate change is one of the biggest threats that we face as a country. As we speak, the top of the South Island is currently coping with record floods through one of our cities, Nelson, and we continue to experience extreme weather events across all parts of the country. And so it's abundantly clear to us that the climate crisis is not a future threat, it is a current reality, and that reminds us of the need for urgent action.

I met with Catherine (King) when I was in Australia last month, who indicated that they're looking at consultation on an EV strategy and a fuel efficiency standard for Australia. So great to see our partners and the Australian Government also really beginning to make progress in this area as well.

**Cr Linda Scott**

**President, Australian Local Government Association**



For so many years now, local governments have been providing local leadership in very different ways across the nation. Some local governments have set up their own charging structures to ensure that residents can make the transition. In regional areas, local governments have been working very hard to incentivise their communities to make the transition through the way that they charge for their parking permits, or the way that they permit street parking, or the way that we provide benefits for our public spaces generally. Having a national goal to lock in behind, and then incentivise our communities in all those different ways to make that transition, is really the critical thing.

**RT Hon Alok Sharma MP**

**COP 26 President**



Bush fires, heat waves, droughts, and tropical storms, are becoming much more common, too. And communities, businesses, and governments, across Australia are left having to deal with the costs. And that is why I also met with ministers to discuss your governments plans, to reduce emissions by 43% by 2030. That is a good start. And we spoke about the big push on renewables and climate finance. And I particularly enjoyed being chauffeured, briefly, by Minister Chris Bowen, in his Tesla, no less, to talk about the potential of zero emission vehicles.

# National EV Strategy

A major milestone in federal EV policy in 2022 involved consultation on the development of a National EV Strategy to provide federal leadership to ensure Australia can achieve emission reduction targets and capture the opportunities provided by the EV transition. With support from members, the EVC responded to the consultation with a comprehensive submission outlining six key priority areas for government focus:



- 1 Setting clear targets
- 2 Introducing an ambitious and robust fuel efficiency standard
- 3 Providing temporary incentives to reduce upfront costs of EVs of all shapes and sizes
- 4 Supporting the roll-out of a national charging infrastructure network and its integration into the electricity grid
- 5 Accelerating the adoption of electric trucks, buses, two-wheelers and other EVs
- 6 Creating a national EV industry development plan

The EVC engaged with public and private sector stakeholders across many industries to ensure that the Federal Government received a wide range of views to inform the development of the strategy. Outreach efforts culminated in a campaign of support featuring over 100 organisations calling for clear and decisive policy signals to support development of Australia's EV industry - see below.

# AUSTRALIA CAN BE AN ELECTRIC VEHICLE POWERHOUSE

Employing Australians to build batteries, chargers, cars and trucks. Cutting pollution from transport and doing our fair share to combat climate change. Reducing our reliance on foreign oil by using Australian energy to move. We can do all of this. But not while our policies and standards lag the world.

- That's why we back the Australian Government's National Electric Vehicle Strategy and ask it to include these sensible measures:**
- Fuel efficiency standards consistent with the USA, NZ and EU
  - A collaborative EV industry development plan to boost investment in EV manufacturing, products and services
  - A co-ordinated rollout of a charging network for cars, trucks and buses - with a focus on the regions, the suburbs, and high-density buildings
  - Supporting more electric buses, trucks and other commercial vehicles for Australian businesses
  - Economic modelling that factors in the many benefits of EVs including less pollution, improved public health, better fuel security, and manufacturing opportunities
  - A goal to have 1 million EVs on Australian roads by 2027

These measures are **REASONABLE** and **ACHIEVABLE TODAY**. So let's move forward together.

[electricvehiclecouncil.com.au](http://electricvehiclecouncil.com.au)

## WE CAN DO THIS. WE WILL MOVE FORWARD TOGETHER.



Join us in leading the way to 1 million EVs on Australian roads by 2027. Visit [electricvehiclecouncil.com.au](http://electricvehiclecouncil.com.au) to get involved.

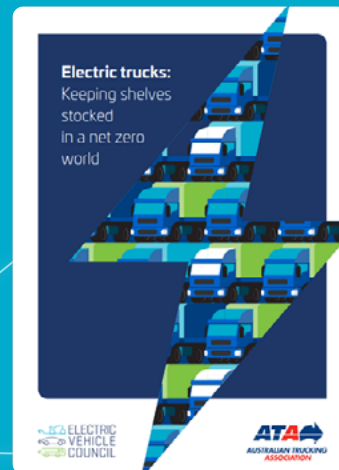


## State of EVs

The State of EVs reports were published in March and October 2022, providing a comprehensive overview of EV adoption in Australia. These reports included information on the rollout of charging infrastructure, as well as an assessment of policy development and implementation at both the federal and state/territorial levels. The publications provide key insights to help industry stakeholders, policymakers, and the public to understand the dynamics shaping the growth of the EV market in Australia.

## Electric Trucks: Keeping Shelves Stocked In a Net-Zero World

The EVC and Australian Trucking Association collaborated on a key [report](#) outlining policy recommendations to assist with the electrification of heavy transport. Key recommendations include exempting electric trucks from urban curfews, changing Australian weight and width limits for electric trucks to support uptake and harmonise with overseas regulations, as well as address financial obstacles through incentives.



## Home EV Charging and the Grid: Impact to 2030 in Australia

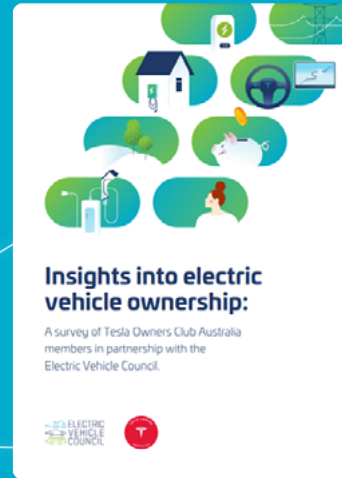
The EVC published a report in August 2022 that explored a range of case studies on consumer charging behaviours for electric vehicles in Australia, based on real world data. The report provides valuable recommendations on how to effectively integrate EVs into the grid, whilst ensuring that the energy system remains robust and able to meet the demands of increased EV adoption to 2030.





## Insights Into Electric Vehicle Ownership

The EVC worked with the Tesla Owner’s Club of Australia (TOCA) to conduct a [survey](#) on EV ownership. The results provided some insights into the demographics and charging behaviours of over 700 Tesla owners, which can assist with policy development and infrastructure planning to support growth of the EV market locally.



## Endorsement of the Global MOU on Zero Emission Medium and Heavy Duty Vehicles

The Electric Vehicle Council has endorsed the [Global MOU on Zero-Emission Medium- and Heavy-Duty Vehicles](#). We support an accelerating path to 100% zero-emission bus and truck sales by 2040 to help create greater awareness of and movement toward addressing the climate crisis through transport.



# Submissions

Date	Submission	Body
January 2022	➔ <b>Submission on the governance of DER technical standards</b>	Australian Energy Market Commission
February 2022	➔ <b>Response to Interoperability Policy for Consultation: directions paper</b>	Energy Security Board
February 2022	➔ <b>Submission to energy customer policy reform consultation</b>	New South Wales Department of Planning and Environment
February 2022	➔ <b>Submission on draft OIML guide</b>	National Measurement Institute
February 2022	➔ <b>Submission on Smart Meters</b>	South Australian Department Energy and Mining
February 2022	➔ <b>Submission to 2022 Integrated System Plan</b>	Australian Energy Market Operator
May 2022	➔ <b>Response to retailer authorisation and exemption review issues paper</b>	Australian Energy Regulator
July 2022	➔ <b>Submission on Western Power AA5</b>	Economic Regulation Authority Western Australia
August 2022	➔ <b>Submission to the electric vehicle smart charging issues paper</b>	Energy Security Board
September 2022	➔ <b>Submission to the 2024-2029 draft plan</b>	Ausgrid
September 2022	➔ <b>EM-001: Comment to proposal P-000142 to amend AS/NZS4777.2:2020</b>	Standards Australia

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October 2022	 <b>Submission to the National Electric Vehicle Strategy consultation</b>	Australian Government
November 2022	 <b>Submission to interoperability consultation</b>	Energy Security Board
November 2022	 <b>Submission on NSW Climate Change Policy and Action Plan 2023-26</b>	New South Wales Environmental Protection Authority
November 2022	 <b>Response to Protecting consumers of DER paper</b>	Victorian Department of Environment, Land, Water and Planning
December 2022	 <b>Submission to the Senate Committee Inquiry into Australia's Transition to a Green Energy Superpower</b>	Australian Senate
December 2022	 <b>Response to review of consumer protections for future energy services Options for reform of the National Energy Customer Framework</b>	Australian Energy Regulator

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The EVC also produced content designed to help EV charging equipment importers, suppliers, and installers understand the rules and regulations relating to EV charging equipment. This can be accessed here: <https://electricvehiclecouncil.com.au/guidelines/evse-installation-guideline/>

# Australian Electric Vehicle Industry Recap 2022



→ [www.electricvehiclecouncil.com.au](http://www.electricvehiclecouncil.com.au)