

NOV 2025

[Legislative Council Economy and Infrastructure Committee](#)

Victorian Parliament

**Electric Vehicle Council's response to the VIC Parliamentary Inquiry into
Electricity Supply for Electric Vehicles**

The Electric Vehicle Council (EVC) welcomes the opportunity to provide feedback to the Committee into [Electricity Supply for Electric Vehicles in Victoria](#). The EVC is the national peak body for the electric vehicle (EV) industry in Australia. Our mission is to accelerate the electrification of transport for a sustainable and prosperous future. We represent almost 100 businesses across the EV value chain, including car, bus and truck manufacturers, importers, operators, charging infrastructure suppliers, battery reuse and recycling companies, financiers, and network providers.

Introduction

Transport makes up almost one-fifth of Australia's emissions, with the vast majority of emissions coming from cars, followed by trucks.¹ Unfortunately, transport is also the greatest laggard when it comes to achieving our emissions reduction targets. The Department of Climate Change, Energy, the Environment and Water estimate that without action, Australia's transport emissions will likely be significantly higher than 2005-levels in 2030 – significantly out of step with the average, economy-wide federal government target of a 43% reduction.²

Based on current trends, it is likely that the transport sector will become Australia's top emitting sector in the near future, as other sectors of the economy – such as energy – rapidly decarbonise. While much of the technology is already available to decarbonise transport, the challenge for this sector is time; specifically, the amount of time it takes to turnover the vehicle fleet. As such, it is of the utmost importance that the decarbonisation of this sector is prioritised today in order to achieve net zero emissions by, or ideally before 2050. Vehicle electrification offers an opportunity to reduce road-based emissions through use of renewably-electrified fuels.

¹ <https://www.climatechangeauthority.gov.au/reviews/light-vehicle-emissions-standards-australia/opportunities-reduce-light-vehicle-emissions>

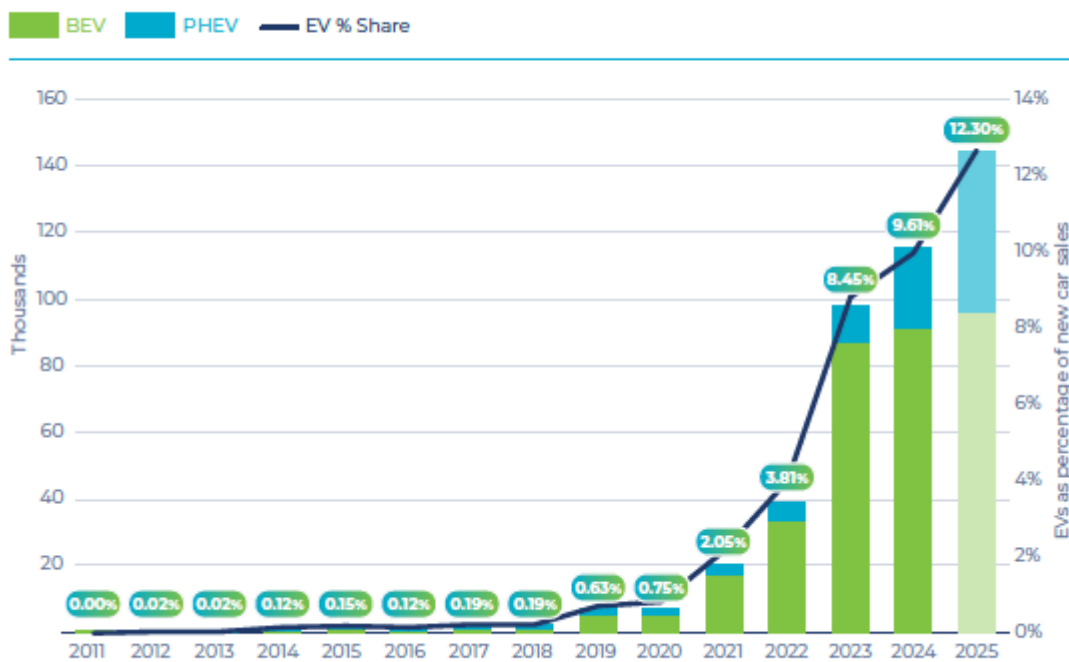
² chrome-extension://efaidnbmnnnibpcjpcglclefindmkaj/https://www.dceew.gov.au/sites/default/files/documents/australias-emissions-projections-2023.pdf

The EVC advocates for vehicle electrification to achieve emissions reduction targets,³ reduce particulate pollution and noise emissions, along with increasing geo-political stability through lower reliance on foreign oil and creating new jobs. Part of this is achieved through support for policy such as the New Vehicle Efficiency Standard (NVES), as well as through lowering barriers to accessing charging infrastructure and keeping electricity prices down.

The market

EV adoption rates in Australia have been non-linear.

Tracking EV Sales



Sources: EVC Vehicles Sales Report, AAA EV Index, VFACTS. Includes projections for full year 2025.

Figure 1: EV sales in Australia: 2011-2025. EVC's [State of EVs report 2025](#), p16.

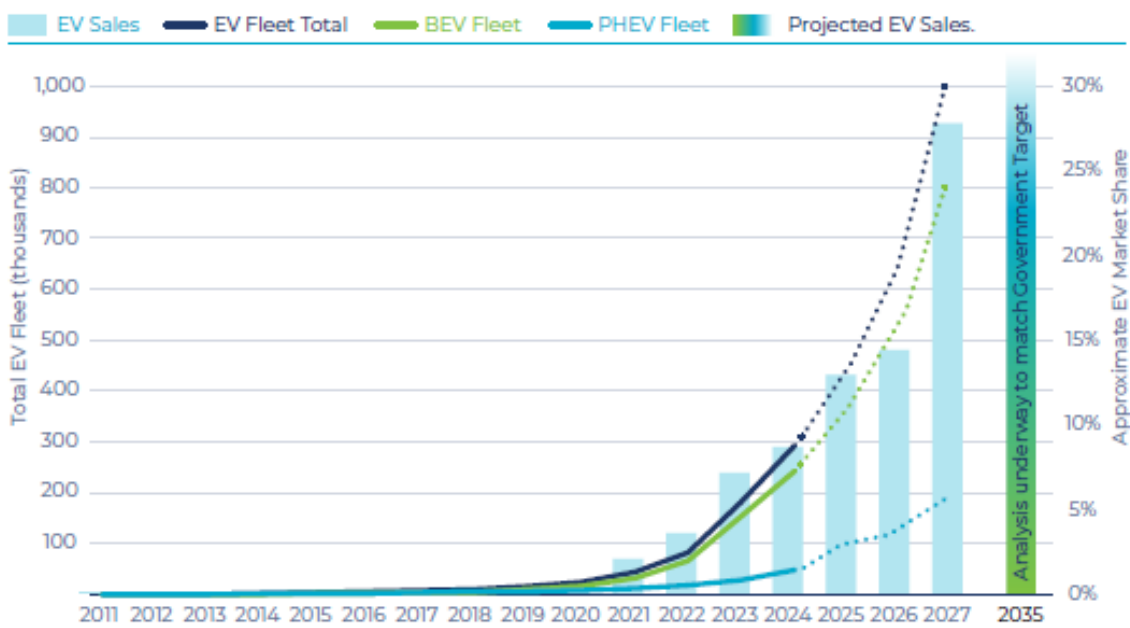
With a rapid increase coming out of the COVID years that featured austerity and supply constraints, 2024 saw a correction of the trend towards what is usually expected of new technology adoption curves.⁴ With significant increases in the availability of diverse EV products in 2025, we are seeing an increasing consumer adoption of them.

³ [Australia Legislates Emissions Reduction Targets | Prime Minister of Australia](#)

⁴ State of EVs 2025 - Electric Vehicle Council, [Adoption Curves Explained by McKinsey Alum | Examples & Best Practices](#).

The EVC recognises the need to achieve 1 million EVs (battery electric vehicles and plug-in hybrid electric vehicles) on the road by 2027, to be on a trajectory to meet net zero by 2050. This requires EV adoption rates to be around 27% in 2027 and 50% in 2030.

Where the EV Fleet needs to go in the next 2 years to align with Net Zero by 2050



Note: the figures provided above are not forecasts but illustrate a feasible scenario that Australia will need to follow to provide the best possible chance of achieving our climate targets, including net zero by 2050, through lower transport sector emissions.

Figure 2: Where the EV fleet needs to go in the next 4 years. EVC [State of EVs report 2025](#), p18.

The Climate Change Authority has recommended a new target of 5 million EVs on Australia’s roads by 2035 which the government has accepted as part of their target to reduce emissions by 62-70% by 2035.⁵ This will require EV uptake to account for an average of half of all new vehicles sold over the next 10 years, equating to about 17 times the number of BEVs we have on the road today. An equivalent uptick in charging connectors would see numbers go from ~10,000 today to about 170,000 in 2035, though the data set is incomplete in Australia and more analysis is needed. More on this below.

The availability of options to charge an EV is important to consumer confidence in making the choice to purchase. More than 90% of dwellings in Australia have some sort of option for parking an EV on the property.⁶ A majority of these dwellings will have easy access to a power point somewhere nearby the car parking space. Public charging options remain an important option for renters, strata title occupants, as well as for long trips, ride-share,

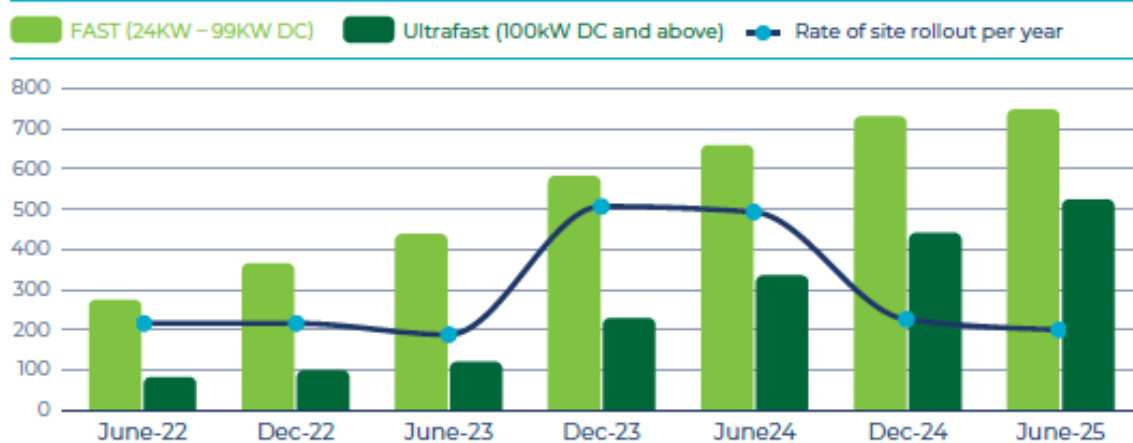
⁵ <https://www.dcceew.gov.au/climate-change/emissions-reduction/net-zero#:~:text=It%20is%20a%20significant%20step,range%20of%2062%2D70%25>.

⁶ EVC research on Australian parking availability in April 2025.

commercial and freight applications. As their visibility is also understood to boost consumer confidence in vehicle electrification, their significance cannot be understated.⁷

For an emerging technology, EV charging is growing at pace. In Australia, there are approximately 1270 high-power EV charging locations, an increase of 20% from mid-2024 to mid-2025 with year-on-year growth (Figure 3). To date, that is equivalent of about 1/3 the size of the petrol station footprint in Australia and does not include slower rate charging that is found in shopping centres, homes and at the kerbside.⁸

Fast and ultra-fast public charging locations over time



Note that the data included above is drawn from a range of sources to inform this report. The Electric Vehicle Council has made reasonable efforts to ensure accuracy, but we have not independently verified every location.

Figure 3: Fast and ultra-fast public charging locations EVC [State of EVs report 2025](#),

While sales are increasing year on year, EVs currently only account for over 2% of vehicles on Australian roads, indicating the need for urgent and continued government action.⁹ The location of EV supply equipment (EVSE) is critical to ensure:

- efficient use of the electricity and road transport networks;
- acceptable utilisation of EVSE; and
- to act as a signpost to prospective EV owners that there are options for charging near the places they typically travel.

Getting the balance right between a healthy charging sector and encouraging EV uptake through ample charging infrastructure is crucial. The EVC is proposing an EV charging roadmap to better support EV charging market growth in Australia.

⁷ <https://www.mckinsey.com/industries/public-sector/our-insights/building-the-electric-vehicle-charging-infrastructure-america-needs>

⁸ [Petrol Stations | Digital Atlas of Australia](#)

⁹ [State of EVs 2024 - Electric Vehicle Council](#) p13

Encouraging EV ownership

Analysis of survey responses from non-EV owners suggests that range anxiety, price and charging concerns make up 4 of the top 5 reasons they haven't bought an EV yet.¹⁰ This is borne out in some other studies and so requires some attention.¹¹

Price/Availability

Australia now has more than 150 different model variants available for sale, with some models offering differing performance variants at scaling price points .

Prices have come down considerably over recent years, due to streamlining production processes declining cost of batteries, and economies of scale for EVs.¹² This should continue with increasing competition globally and in Australia, brought about by the New Vehicle Efficiency Standard.

Price parity has been reached in most light vehicle segments when considering total cost of ownership however, what will signify a real tipping point is when EVs reach sticker price parity. This will be a major factor in EVs mainstreaming, governments can help accelerate this process by providing point of sale rebates to stimulate demand as the EVs grow in consumer acceptance. It also helps improve consumer confidence to invest, knowing that the government supports their choice.

Charging concerns - Growing VICs Charging Infrastructure

Expanding EV charging infrastructure is critical to meeting the target of 1 million EVs on Australian roads by 2027 and 5 million by 2035.

Data quality on charging infrastructure is very poor in Australia. EVC is collaborating with Government and industry to attempt to address these issues, and this will be a very important starting point for assessing the state of charging infrastructure and demonstrating the types of charging infrastructure needed and where as we seek to achieve these EV targets.

The EVC has developed an app with support from NSW and WA governments that reports on charger uptime in real time. This reporting can be used by governments to measure the effectiveness of government supported EV chargers and ensure reliability. With Victorian government support, the app could be built out to complete the data set and provide reporting to monitor Victoria's supported EV charger uptime as well.

Consumers not only need to be able to find a working and available charger at public charging locations when they need to, they need to believe they will be able to and hear

¹⁰ <https://www.mckinsey.com/features/mckinsey-center-for-future-mobility/our-insights/new-twists-in-the-electric-vehicle-transition-a-consumer-perspective#/>

¹¹ <chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.ey.com/content/dam/ey-unified-site/ey-com/es-mx/industries/automotive/documents/ey-mobility-consumer-index-2023.pdf>

¹² <https://afma.org.au/ev-prices-in-australia-now-rival-ice-models/>

mostly positive anecdotes from EV drivers about their experiences. More about perceptions in the section below.

The Victorian government can look to successful schemes in other parts of the country such as the NSW kerbside charging grants, EV fast charging grants and destination charging grants as examples from a similar jurisdiction.

Removing barriers to infrastructure rollout

The EVC frequently advocates for the following measures to enable deployment of EV charging infrastructure in a timely and cost-effective manner. Based on lessons learnt from extensive rollouts to date and advice from other, more advanced markets overseas, the key issues to address are community and local area planning including public land access, opening access to distribution networks by improving data sharing and processes, and embarking on tariff innovation to recognise the benefits of EV charging for all consumers. These reforms can also improve the speed and total cost efficiency of infrastructure roll out.

Network capacity data sharing

It is essential for DNSPs to provide sufficiently granular network capacity data, at the pole and pad mount transformer level, to support strategic planning and the efficient deployment of charging stations. The Energy Security Board (ESB) and the Australian Energy Regulator (AER) have highlighted the importance of this transparency through the Data Strategy and Network Visibility Project.¹³ The EVC is particularly supportive of initiatives that support the identification of suitable locations for EV charging on the network, including Essential Energy's NSW network-specific capacity tool.¹⁴ In Victoria, the Ausnet network capacity tool is quite comprehensive, whereas more and updated data points are required in the Citipower/Powercor/United and Jemena areas in the form of distribution transformer specifications and spare capacity. Given the extra capacity truck charging will require, freely-available capacity data will be even more important for the road freight sector; a recent AECOM report¹⁵ had to rely on a desktop review of *potential* grid capacity, in the absence of more transparent data.

Support for second lines of supply

A second line of supply to a property is a second network connection. These can be useful where the existing switchboard on a property is far from a proposed EVSE installation site, is logistically difficult or costly to connect, unsafe or disruptive to existing operations. To ensure the reliability and accessibility of EV charging stations, DNSPs should be encouraged to facilitate the provision of second lines of supply to key commercial premises, including retail locations and petrol stations, to reduce the burdens of accelerating

¹³ [Network visibility | Australian Energy Regulator \(AER\)](#)

¹⁴ [State of EVs 2024 - Electric Vehicle Council](#) p48.

¹⁵ [Electrifying Road Freight: Pathways to transition](#), AECOM, 2025.

installations of public charging equipment in otherwise suitable locations. We recognise Essential Energy and Ausgrid for their leadership in this area.¹⁶

Innovative tariffs

Distribution networks and CPOs agree that public electric vehicle charging presents a significant opportunity to improve overall electricity network efficiency. Benefits of public charging include greater utilisation of existing network assets, demand that aligns with excess solar generation (solar soak) and avoidance of peak network events given connected and highly controllable technology. However current network tariffs don't consider these benefits as they are not designed for this purpose. As a result, the consumer pays more for EV public charging than is equitable and fair (due to higher costs for CPOs that must be passed on to drivers).

Tariff innovation, developed through cooperation between networks, CPOs, regulators and governments, will ensure that public charging is affordable for EV drivers while also generating electricity network cost savings that can be passed on to all electricity consumers, bringing to fruition the network utilisation in the energy transition we often discuss as our ambition. Innovative tariffs also offer opportunities to support cost efficiencies in regional and low-utilisation areas to meet increased demand over the next few years.

Publication of standard FAAs

National harmonisation of Facilities Access Agreements (FAAs) for mounting and connecting EVSE to power poles would enable charge point operators to apply to DNSPs with confidence in the cost and likelihood of success.¹⁷ The EVC notes progress in this area with the AER considering adding this unregulated area to their purview as a new negotiated distribution service.¹⁸ However, this does not appear to standardise or publicise what pole rental is likely to cost.

¹⁶ https://www.essentialenergy.com.au/connections/Multiple-Points-of-Supply-Guideline?utm_source=ehq_newsletter&utm_medium=email&utm_campaign=ehq-New-Guideline-for-Multiple-Points-of-Supply; <https://www.plugshare.com/location/532494>; <https://www.ausgrid.com.au/-/media/Documents/Technical-Documentation/ES/ES1-Premises-Connection-requirement.pdf?rev=46e15d45859448549d62ff291878b871>

¹⁷ [EVC response to the AER – PLUS ES trial waiver consultation - Electric Vehicle Council](#)

¹⁸ [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.aer.gov.au/system/files/2025-09/AER - Attachment 11 - Service classification - Draft decision - AusNet Services, Jemena, CitiPower, Powercor and United Energy distribution determinations 2026-31 - September 2025_0.pdf](chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.aer.gov.au/system/files/2025-09/AER-Attachment%2011-%20Service%20classification-%20Draft%20decision-%20AusNet%20Services,%20Jemena,%20CitiPower,%20Powercor%20and%20United%20Energy%20distribution%20determinations%202026-31-%20September%202025_0.pdf)

Enablement of local governments

While Federal and State Governments have a significant leadership role to play in the expansion of public charging networks, there is also a role for local governments across the country to reduce regulatory hurdles and engage with the industry and DNSPs to facilitate the installation of charging across the country. Local governments are uniquely positioned to address the specific needs of their communities and to implement strategies that significantly improve the accessibility and convenience of public EV charging:

1. Streamline planning approvals: Local governments should review and, where possible, streamline planning approval processes to ensure that they do not become a barrier to the deployment of public EV charging stations. This includes rationalising requirements related to lighting, advertising, and the aesthetic integration of charging infrastructure within community spaces, ensuring that these do not unnecessarily delay or complicate installation efforts.
2. Facilitate Zero-Cost Leases for CPOs: Local governments are encouraged to offer zero-cost leases for the use of government-owned land access, which includes parking areas, to allow CPOs to establish charging stations without the burden of land costs. While local governments need not directly fund the deployment of charging infrastructure - typically a role for state and federal governments - they should avoid viewing these initiatives as opportunities for near-term revenue generation, instead prioritising the long-term benefits of increased EV adoption.¹⁹

Streamlining the connections process

Some EVC members report applications to install EV charging stations and applications for connection upgrades are taking too long.²⁰ In the case of heavier electric vehicles, some operators have reportedly been told depot electrification projects could take years for an augmented grid connection. Proper resourcing of DNSP connection teams, dedicated EV infrastructure connection teams and improved processes could expedite approvals and installations. Standardising connection applications for installations like pole-mounted EVSE could also improve speed and increase confidence.

A note on DNSP-led kerbside EV charging infrastructure

Governments and regulators have key decisions to make about the best model for Australia to roll out kerbside charging infrastructure.

Before government and regulators support any proposed models for kerbside charging that require changes to roles and responsibilities of market participants,

¹⁹ [Recommendations for Local Governments - Electric Vehicle Council](#)

²⁰ [State of EVs 2024 - Electric Vehicle Council](#) p57

including the current proposal put forward by DNSPs, we call for governments to run a thorough and consultative inquiry.

This process should consider what can be learned from other countries, and examine which model is best for speed of rollout, cost to government, customer impacts, and the competition issues that arise if regulated monopolies compete with private companies.

Fuel price vs. Electricity price

Prospective EV buyers may not be sure on how cheap it would be to fuel an EV on electricity; in the home, at work, at public a.c. chargers or at public d.c. chargers.

For a light EV with average consumption of 18kWh/100km, or a light internal combustion engine vehicle with average consumption of 10L/100km, electricity prices of 90c/kWh has a similar fuel cost as petrol/diesel at \$1.60/L. Therefore, in order to incentivise EV uptake, it would be prudent to take measures to ensure the cost of charging at public stations is well below 90c/kWh and maintain fuel excise on petrol and diesel, which works well as a pseudo carbon price.

Removing barriers to public charger deployments as discussed above and incentivising EV charging outside of network peak times as discussed below, will also aid in this matter.

Issues of perception

In the three areas discussed; price/availability, charging concerns and fuel price, these are barriers perceived by non-EV owners, surveyed on the prospect of buying an EV. When EV owners are surveyed, we find that in fact they say; most people purchase for financial reasons, that they drive slightly more than the average Australian driver, they predominantly charge at home and therefore mostly benefit from low electricity rates (~20c/kWh).²¹

There is a disconnect between prospective buyer perception and user experience. This warrants a concerted effort from governments and stakeholders to address these misconceptions and educate consumers on what the modern offering represents. These efforts should be extended to car dealerships, to ensure salespeople understand EVs, the EV owner experience and therefore can impart good information on to prospective buyers.

Bidirectional charging

Bidirectional charging, commonly referred to as vehicle-to-grid (V2G) or vehicle-to-home (V2H) is another technology set to encourage EV ownership. It can do this by offering an

²¹ [chrome-extension://efaidnbnmnnibpcajpcglclefindmkaj/https://electricvehiclecouncil.com.au/wp-content/uploads/2025/04/20250211-EV-Ownership-Survey.pdf](https://electricvehiclecouncil.com.au/wp-content/uploads/2025/04/20250211-EV-Ownership-Survey.pdf)

additional revenue stream to the owner, by acting as storage that can be used for energy arbitrage, backup and other grid services.

In the private use-case scenario, using a bidirectional charger at a home or business, the technological and regulatory barriers for d.c. V2G have been overcome. The last barrier is vehicle OEMs adding the use-case to their warranty terms and conditions. There is only one vehicle available in Australia advertising V2G compatibility – the Ford F150 Lighting. AGL and Origin have recently announced exciting V2G trials with EV OEMs waiving the warranty concerns for trial participants.^{22 23}

Further confidence will be given to consumers if ISO 15118-20 is adopted, allowing full interoperability between all bidirectional EVSE and V2G capable EVs, not just specific combinations.

A.c. V2G capability is mentioned in the latest amendment to AS/NZS 4777.2, however solutions are not yet available in Australia.

In the use-case of bidirectional charging at public EV charging infrastructure, ISO 15118-20 will need to be adopted to address bidirectional interoperability between EV and EVSE, as well as additional cyber-security measures.

The EVC advocates for a bidirectional inverter (V2G home EV charging equipment) rebate to kickstart take up of this technology which will contribute to electricity network support and EV take-up. A rebate will encourage EV manufacturers to understand that Australia is one of the first countries to move on V2G and for them to unlock their warranty conditions, currently holding back the technology.

Charging in peak periods

As mentioned above, V2G encourages both charging during periods of peak supply and discharging during periods of peak demand. This is because prices are generally higher at peak time. That said, consumers need to be exposed to wholesale spot prices to some degree in order to benefit.

Time of use tariffs

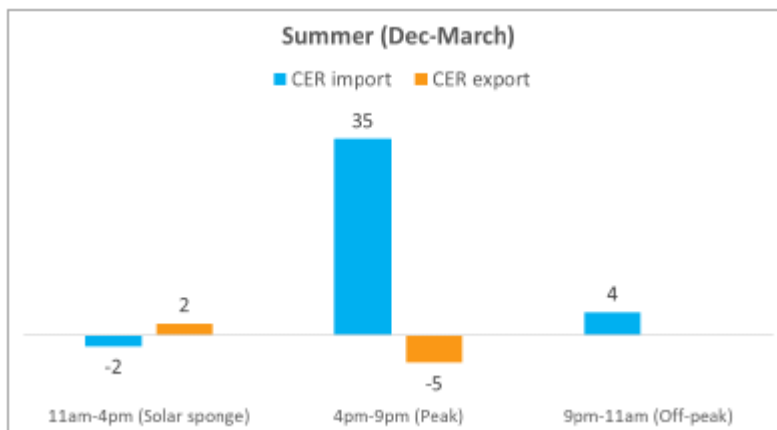
The easiest way to do this is through time of use tariffs (ToU), available to anyone that has a smart meter. Through high prices at peak times and low prices at off-peak times, consumers are encouraged to shift load into periods that suit demand and generation profiles.

²² [AGL V2G trial](#)

²³ [Electric V2G charging: Turning EVs into batteries on wheels](#)

The next frontier is two-way tariffs, this incorporates export rewards into ToU tariffs, a window around the evening peak where export of energy from EVs or batteries should be handsomely rewarded.

At a Citipower/Powercor/United workshop in 2025, the DNSPs proposed that the export reward during this period should be 5c/kWh, whereas import should be 35c/kWh, a 30c/kWh profit for the DNSPs.



This price signal is not strong enough and will need to be much stronger to encourage V2G.

State governments can work with the AER and DNSPs to ensure network tariffs are working in the best interests of consumers.

Virtual power plants and HEMS

Although virtual power plants (VPPs) benefit from ToU tariffs as well, they also stand to benefit from other markets becoming available to them, such as the ability to bid into the wholesale spot market.

VPPs manage the consumer energy resource (CER) eg. solar battery, EV, for the customer, to the benefit of the customer and the VPP operator. Careful monitoring of VPPs will need to occur to ensure the majority of benefit is going to the customer, to encourage other consumers to enrol their CER, as VPPs pose the most efficient use of CER.

Home Energy Management Systems (HEMS) can also manage a customer's CER on their behalf, but these usually control other devices in the home as well, such as pool pumps, hot water systems, air conditioners etc. These systems are designed specifically to benefit the homeowner.

Both of these systems direct consumption to off-peak times and should be supported to have access to as many markets as possible, so that consumers can be provided with a strong financial benefit to participate.

Demand response

A simpler method of encouraging less consumption during peak times is to ask. Schemes such as United Energy's Summer Saver provide a reward if a customer reduces their consumption in response to a notice of an impending critical peak demand event.²⁴ These kinds of schemes have been underutilised and governments should encourage them to be undertaken.

Battery repurposing and recycling

EV batteries at end of usable life in a vehicle can either be repurposed for a second life use case such as ancillary grid-support or recycled and the valuable critical and rare earth minerals in the battery reused. While end of life EVs are limited in numbers in Australia given the age of the EV market, forward planning for the retirement of EVs is necessary now.

The gold standard involves financial and/or regulatory support to enable investment in and expansion of local battery reuse and recycling, capturing economic opportunities and working collaboratively with other Australian governments and industry to ensure harmonisation with global best practices.

Freight and heavy vehicles

The EVC concurs with the Federal Government's recent assessment that electrification will be the main decarbonisation pathway for road transport, relying on alternative energy sources only where freight cannot readily be electrified.²⁵

Electric trucks are already a reality on Victoria's roads, with at least 18 models available in market,²⁶ some with an electric range up to 500km per charge. Second-generation models are likely to offer even further range in coming years. This opens up the viability of freight movements by electric vehicles on many regional routes, in Victoria and beyond.²⁷

In the immediate term, deployments of electric freight vehicles will likely be on a case-by-case basis, dependent on load, application and specific routes. However, all operations will ultimately depend on the rollout of supporting charging infrastructure on Victoria's key freight routes. The specific shape and design of such infrastructure will differ. For most current electric truck models, some form of public fast-chargers will be required, tailored to the capacity and refuelling speeds of Australia's road freight industry (e.g. up to MCS).²⁸ For other applications, trucks with swappable batteries may prove a better matched model,

²⁴ [Summer Saver - United Energy](#)

²⁵ [Transport and Infrastructure Net Zero Roadmap and Action Plan](#), Commonwealth Government, 2025.

²⁶ [State of EVs 2024 - Electric Vehicle Council](#) p.70

²⁷ [eActros 600 | Mercedes-Benz Trucks](#)

²⁸ CHARIN, [Megawatt Charging System \(MCS\)](#)

consistent with emerging Australian products²⁹ or those from more mature markets, such as China.³⁰

While specific recharging technologies for electric heavy vehicles will continue to develop, planning *where* to locate electric freight infrastructure in VIC is a no-regrets strategy to give the freight industry the confidence to go electric. ARENA recently commissioned research suggesting at least 24 heavy vehicle charging hubs will likely be required on key Victorian freight routes within the next 15 years, 13 of them in regional or remote areas.³¹

Currently, however, Victoria has no infrastructure plan for rolling out dedicated charging hubs for electric freight movements, let alone a charging strategy for major cross-border routes. This is despite the Federal Government's clear investment focus on freight charging infrastructure.³² Victoria signed an MoU on 'Hydrogen Highways' in 2022³³ but no similar initiative exists for 'electric highways', despite battery electric trucks being the more advanced commercial technology, by far.

The EVC urges Victoria to adopt a two-pronged strategy for the rollout of the electric charging infrastructure we know the freight industry will need, namely:

1. Future proofing the current EVSE rollout:

- Ensuring EV charging bays “have sufficient length and width to allow for larger EVs [incl. vans/trucks] which have front, side and rear charging points” as per the Minimum Operating Standards.³⁴
- Encouraging the deployment of “pull through” charging bays to accommodate larger freight vehicles and trailer combinations, particularly in installations proposed for regional Victoria, key logistics/industrial precincts and along major freight corridors

2. Rolling out dedicated fast chargers for trucks

- Identifying Victoria's priority electric freight routes and recharging solutions, in line with the internationally recognised Global Green Road Corridors Initiative.³⁵
- Auditing the grid capacity of Victoria's DNSPs to identify key *freight* locations that can support high-speed charging facilities (and/or other electric recharging infrastructure), either currently or in the near term.
- Publicly communicating these locations (via the Freight Charging Framework or an alternative mechanism) and entertaining unsolicited bids from interested CPOs, developers, landholders or other industry participants.

²⁹ [Janus Electric | Zero Emission Transport](#)

³⁰ [Solarh2e Pty Ltd](#)

³¹ ARENA, [Electrifying Road Freight](#), 2025, p.45.

³² ARENA, [Driving the Nation Program](#)

³³ Hydrogen refuelling network, [NSW Climate & Energy Action](#)

³⁴ Energy & Climate Ministerial Council, [Minimum operating standards for government-supported public EV charging infrastructure](#)

³⁵ CALSTART, [Global Green Road Corridors](#)

- Financing a charging network similar to the successful rollout of the NSW EV Destination Charging, but at key *freight* hubs instead of tourist sites.³⁶

Transitioning workers and industry standards

The EVC supports measures to upskill mechanics, auto-electricians and all manner of workers affected by increased electrification, including the transport sector. For example, the EVC has had some input in developing a TAFE course for upskilling electricians³⁷ and would continue this kind of support where possible.

It is imperative that there are sufficiently skilled personnel available not only to support electric and alternative energy vehicle sectors but also to ensure acceptance of the new industries and workers are not left behind.

As we move towards an electrified transport sector over coming decades, it will be essential to have a skilled workforce that can design, manufacture, maintain, and support EVs and their enabling infrastructure.

Other asks of Victorian Government

The EVC is aware of tensions within governments on certain priorities, for example between resources for large public transport infrastructure projects and resources for electrification of transport. Public transport infrastructure, whilst beneficial particularly for people moving around Melbourne, doesn't solve for net zero by 2050 and priorities around meeting government targets need to be considered.

In summary

Issue	Ask
Price/Availability	Provide point of sale rebates to stimulate demand.
Charging concerns	Collaborate with the EVC and industry to attempt to address data integrity.
Barriers to the charging infrastructure rollout	Advocate for and apply pressure to resolve issues of: network capacity data, second lines of supply, tariff reform, standard FAAs, enabling LGAs and connection timeframes.

³⁶ NSW Climate & Energy Action, [EV destination charging grants](#)

³⁷ <https://thedriven.io/2023/10/05/new-ev-charging-installation-course-for-electricians/>

Electricity prices	Support measures to lower electricity prices and maintain fuel excise.
Perceptions	Address misconceptions and educate consumers.
Bidirectional charging (V2G)	Support advocacy for a bidirectional inverter (V2G home EV charging equipment) rebate.
ToU tariffs	Ensure ToU tariffs and 2-way tariffs are fit for purpose.
VPPs/HEMS	Support exposure to market and monitor to secure consumer benefit.
Demand response	Encourage DR schemes.
Battery repurposing and recycling	Financial and/or regulatory support to enable investment in and expansion of local battery reuse and recycling.
Freight and heavy vehicles	Articulate a clear plan for electric freight movements and suitable sites for charging infrastructure.
Transitioning workers	Invest in a skilled workforce that can design, manufacture, maintain, and support EVs.
Policy tensions	Resolve tensions within government by planning the transition to net zero, to help prioritise policy and expenditure.

If you have any questions on this submission, please contact Michael, at office@evc.org.au. Thank you for your consideration.

Yours sincerely,

Julie Delvecchio

Chief Executive Officer

Electric Vehicle Council