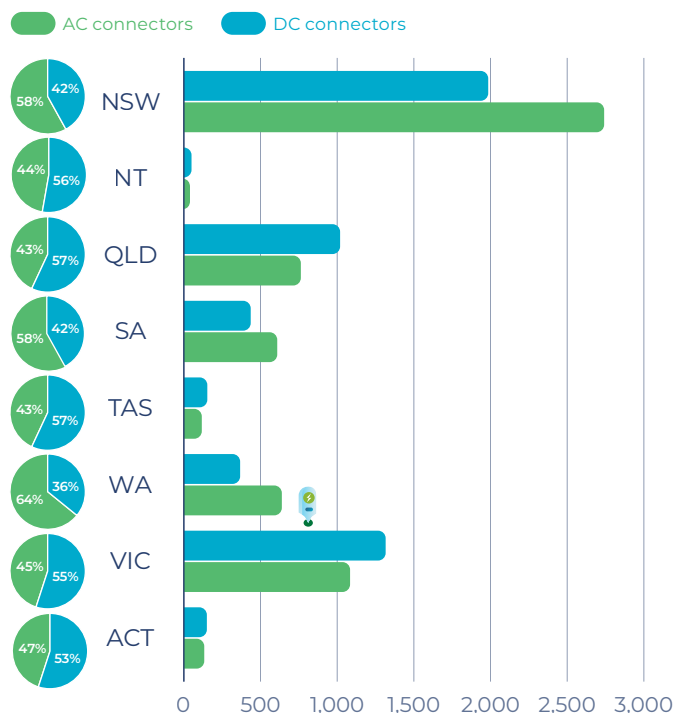


Charging Infrastructure



- 4,268** | public charging locations
- 11,602** | public connectors across Australia
- 1,562** | high-power locations (845 fast, 717 ultra-fast) with ~5,400 active connectors.
- 31%** | growth in fast-charging connectors from 2025; the average fast-charging site now has 3.5 connectors
- up to **\$5.2 billion** | the power-system cost reduction available from coordinated EVs and consumer batteries (AEMO 2026 Integrated System Plan).

AC and DC Public Charging Connectors



Public charging

- **Ultra-fast charging is growing fastest:** the number of locations increased by 34% and connectors by 55%. Australia had 144 battery electric vehicles per ultra-fast connector, ranging from 51 in the Northern Territory to 208 in Tasmania.
- **Regional demand can approach metropolitan levels.** During Easter week, usage reached 28% in regional NSW and 29% in Sydney
- **Commonwealth support exceeds \$500 million.** By 30 June, 54 of 77 planned NRMA highway stations were complete, with around 1,400 kerbside plugs targeted from 2027.

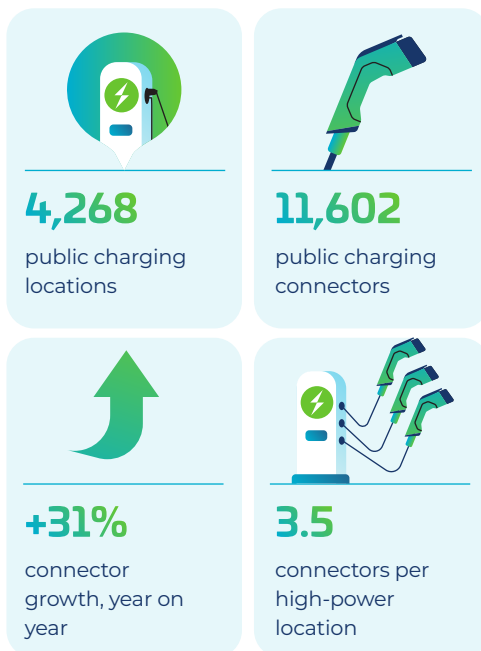
Home and destination charging

- **Most charging will occur at homes, workplaces and depots:** for passenger cars, lower-power charging overnight or during solar-rich daytime periods will usually be the most convenient and cost-effective option and can reduce pressure on the grid.
- **Access remains unequal:** Renters, apartment residents and households without off-street parking need practical alternatives, including kerbside, workplace and managed strata charging.
- **Destination charging is part of the everyday charging network.** Workplaces, accommodation, shopping centres and community facilities can add charge while vehicles are already parked, reducing reliance on high-power public sites.

Charging hubs and heavy vehicles

- **Larger hubs are emerging along highways and at airports, logistics precincts and major activity centres.**
- **Cars, commercial vehicles, buses and trucks increasingly share requirements for land and grid capacity.** Coordinating these needs can reduce duplicated upgrades and poorly located infrastructure.
- **Shared planning does not always mean shared infrastructure.** Trucks require different site geometry, access, safety arrangements, dwell times and substantially higher power.
- **Heavy-vehicle charging requires early planning.** AEMO forecasts 61 TWh of road transport electricity demand by 2050, around half from fleets and commercial vehicles. Suitable sites and grid upgrades can take years to secure.

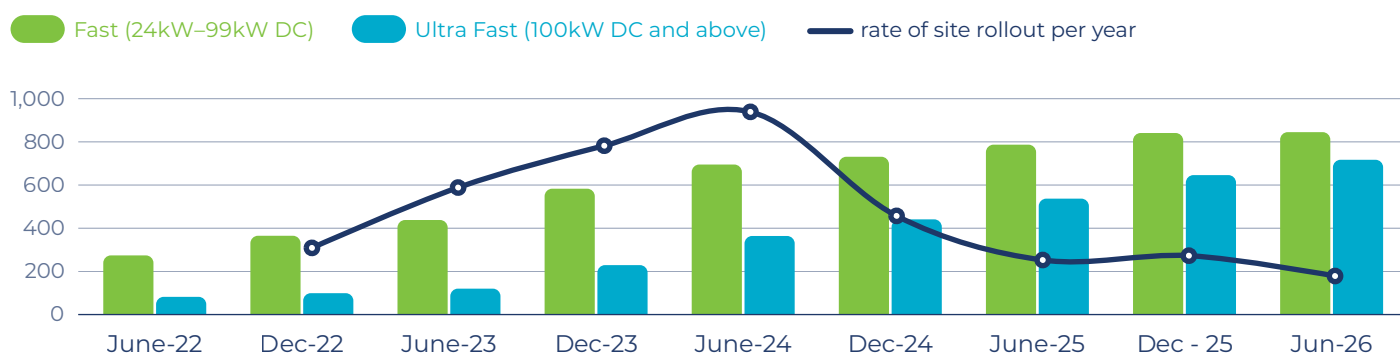
The public network is getting deeper: connectors are growing faster than locations



Vehicle to Grid (V2G)

- **V2G remains at an early stage.**
- **An EV battery holds roughly 5.5 times the energy of a typical home battery.** V2L, V2H and V2G can power appliances, support a home and send electricity back to the grid.
- **V2G is moving from trials towards deployment.** Updated standards, CEC-listed bidirectional chargers and expanding trials are building the pathway to broader uptake.

Fast and ultra-fast Charging Locations over time



- 1. Vehicle-to-Load**, which lets an EV power other electric appliances, such as work tools, camping gear or even coffee machines!
- 2. Vehicle-to-Home (V2H)**, which lets an EV power a house (e.g., during blackouts, periods of high electricity prices) and
- 3. Vehicle-to-Grid (V2G)**, which lets an EV send power back to the electricity grid, cutting bills and earning money in the process.