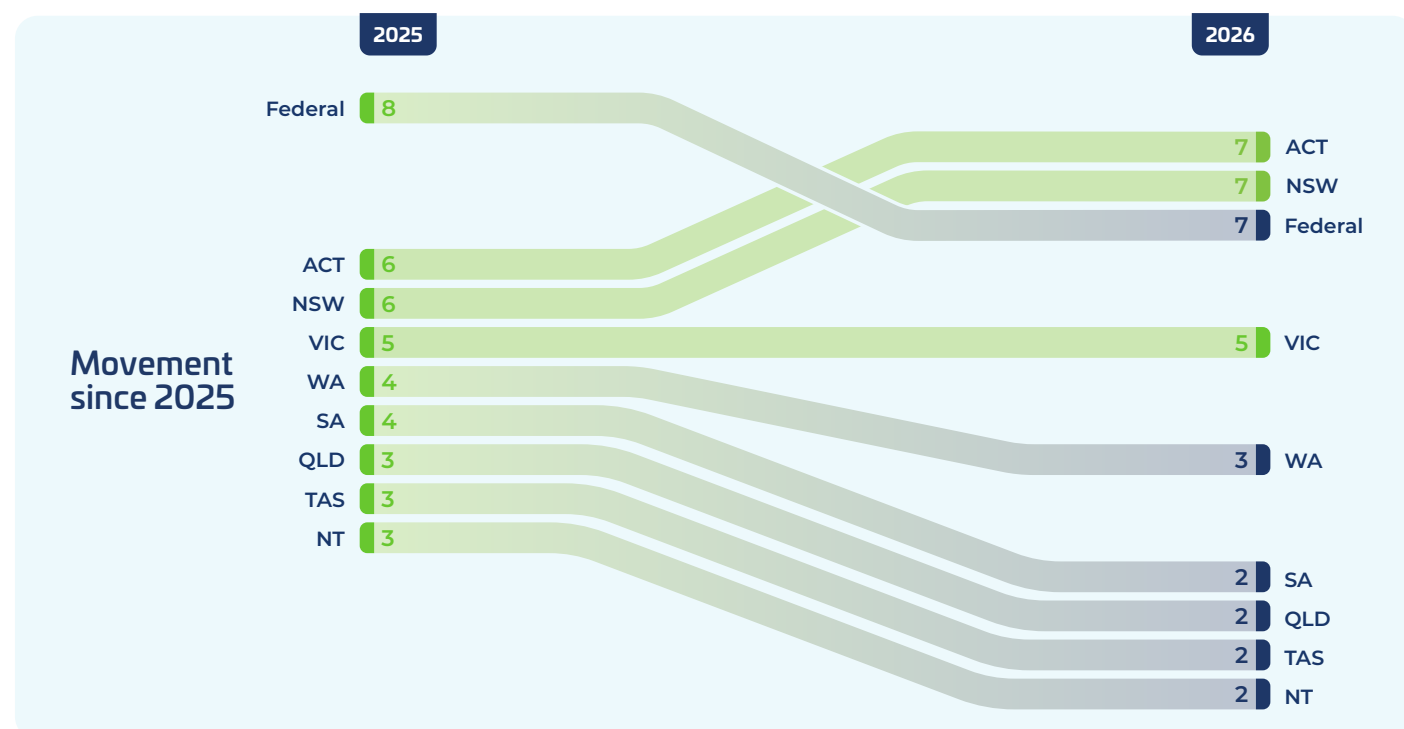


Government Scorecard



How every Australian government measures up on EV policy

	FED	NSW	VIC	QLD	WA	SA	TAS	ACT	NT
Government Ambition	9	9	4	2	6	4	6	10	3
Passenger Vehicles	6	6	4	3	1	2	1	7	3
Freight Vehicles	5	6	7	1	0	1	0	2	1
Buses	6	9	7	4	9	7	1	9	0
Household Charging	4	8	6	0	4	1	0	8	1
Public Charging	6	8	3	0	5	3	2	7	1
Overall	7/10	7/10	5/10	2/10	3/10	2/10	2/10	7/10	2/10



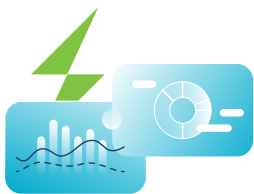
Who's leading, who's falling behind

Good news:

- Federal, NSW and ACT are leading on ambitious policy settings targeting high levels of transport electrification
- NSW, WA and ACT are setting the pace on bus electrification by getting these government-owned fleets off diesel
- Victoria is setting an example with its investment in policies and investments to electrify commercial vehicle
- NSW is showing the other jurisdictions the way with its charging investments across both the home and public charging

Bad news:

- Queensland and Northern Territory are turning back the clock on a decade of progress by removing electrification targets and policies
- For a state with a healthy budget, WA is under-performing comparatively with little investment in passenger or commercial vehicle electrification



What's Driving the Scores

NSW



The landmark EV Fleets Incentive (\$5,000–\$50,000 per vehicle plus charging support) and a proposed 'right to charge' for apartments are excellent initiatives but the proposed road user charge from July 2027 would see EV drivers pay up to 62% more than petrol hybrid drivers.

Victoria:



Joined the ACT in endorsing the Global MoU on zero-emission heavy vehicles and launched an Australia-first \$1.5 million electric heavy vehicle trial for small operators.

WA:



Stopped buying non-electric buses in 2025 and now every new public bus is electric and built in Malaga, supporting 100+ local manufacturing jobs.

Queensland:



From leading the way on the electrification of its government cars in 2025, the state is now barely investing in electric cars with less than 50 added to the government fleet this year.

South Australia



Has no EV target for its own fleet while Tasmania and the NT have no electric bus targets which means little to no action on these important areas for decarbonisation.

How the scores work

The EVC rated each government on their EV policy settings as at 30 June 2026, across 26 metrics grouped into six categories: Government Ambition, Passenger Vehicles, Freight Vehicles, Buses, Home Charging and Public Charging. Metrics are scored 0–100%, weighted into category scores, then rolled into an overall rating out of 10 and benchmarked against international best practice.