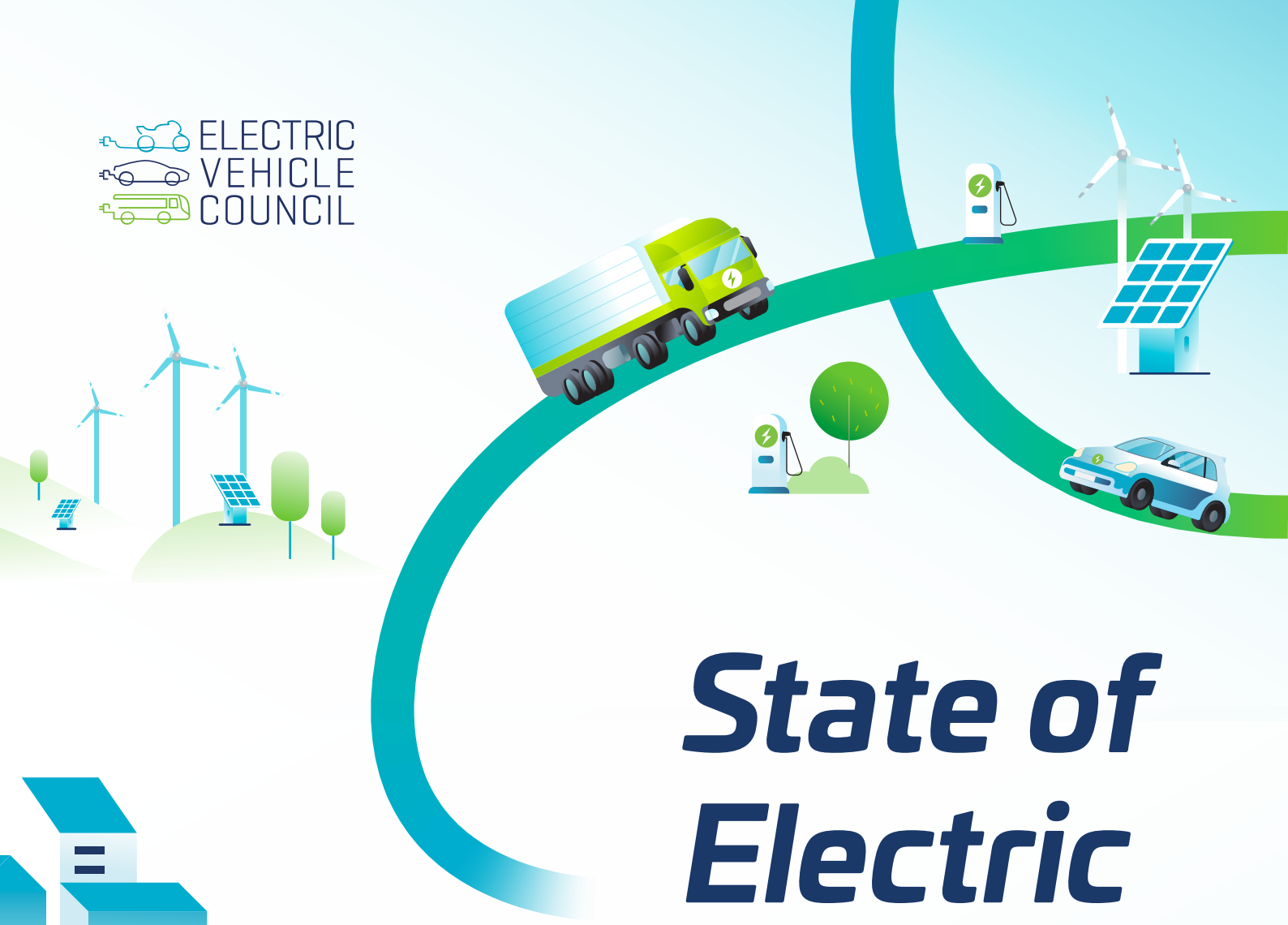
ELECTRIC VEHICLE COUNCIL



State of Electric Vehicles 2026



10th Anniversary Edition



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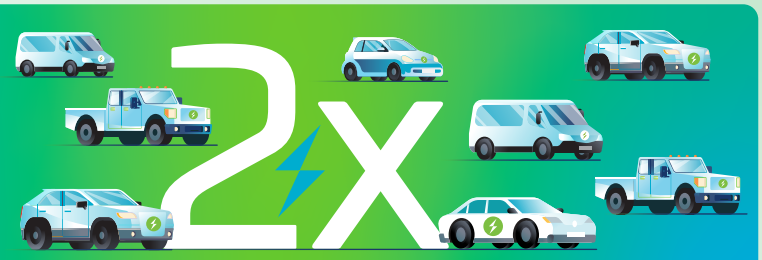
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01 Executive Summary

EV SALES HAVE DOUBLED IN 2026

A new EV sold every 100 seconds!

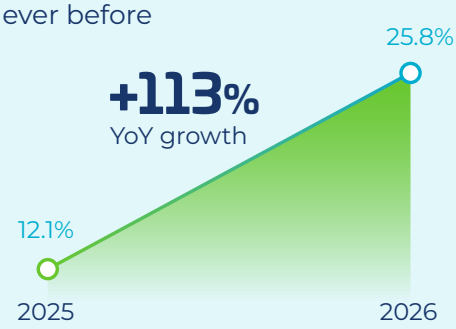


	EVs sold (Jan-Jun)	BEV sales	PHEV sales
2026	157,957	104,000	54,000
2025	72,758	47,000	25,600
	▲ 117.1%		

2026 is the year EVs became one of the best ways to save money. All year, it has been cost-of-living pressure and fuel security—not emissions targets—that pushed EVs into the mainstream. Household budgets are stretched, petrol prices remain volatile, and Australians have worked out that switching to an EV is one of the most effective ways to cut ongoing costs—around $3,000 every year.

As an island nation, our energy security has always depended on decisions made elsewhere. Electric vehicles change that equation. Australians already love solar and batteries for the savings, the independence and the freedom they bring. The next phase of that story is batteries on wheels: turning our vehicle fleet into a source of resilience, not exposure.

Greater market share
than ever before

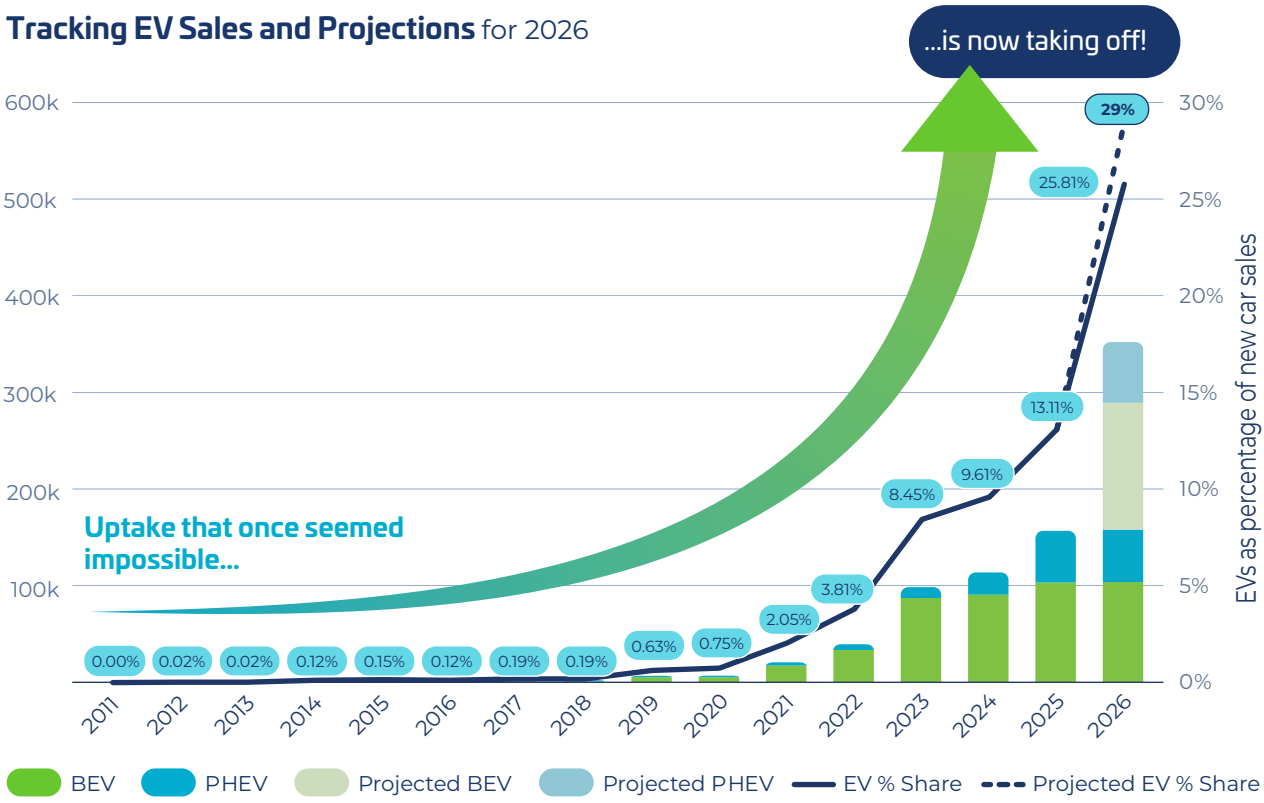


1 in 4 (25.8%)
of all new cars sold are EVs



The numbers from the first half of 2026 tell a genuine success story: EVs now make up roughly 1 in 4 new vehicle sales, and we expect that to reach 29% by year's end. But sales growth is one thing—turning it into lasting, structural change is another. Beneath the headline figures, Australia's progress is more fragile than it looks.

Tracking EV Sales and Projections for 2026



Public Charging
(as at 30 June 2026)

4,268
AC and DC public charging locations in Australia

1,562
public DC charging locations

+18%
from July 2025[1]

11,600
AC and DC public connectors

5,417
public DC connectors

+31%
from July 2025[1]

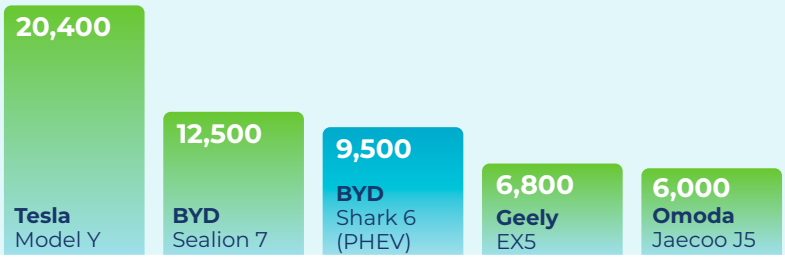
Charging infrastructure has mostly kept pace with demand. While most motorists will charge at home, there is evidence emerging that more public infrastructure, at kerbs, shopping malls and throughout highway corridors and tourist stops, will be required.

Yet none of this progress is assured. The continuance of the Electric Car Discount has helped more Australians make the transition. However, a premature road user charge for EVs is legislated to begin in NSW in 2027.

Even at 2026's record pace, Australia would still fall short of its 2035 target of 5 million battery electric vehicles—uptake must keep accelerating.

1 Historical charging infrastructure figures may vary slightly between annual reports due to differences in data sources and availability. Minor differences between the 2025 and 2026 reports reflect the data available at the time of reporting and should be considered when comparing figures across years.

Top selling EVs



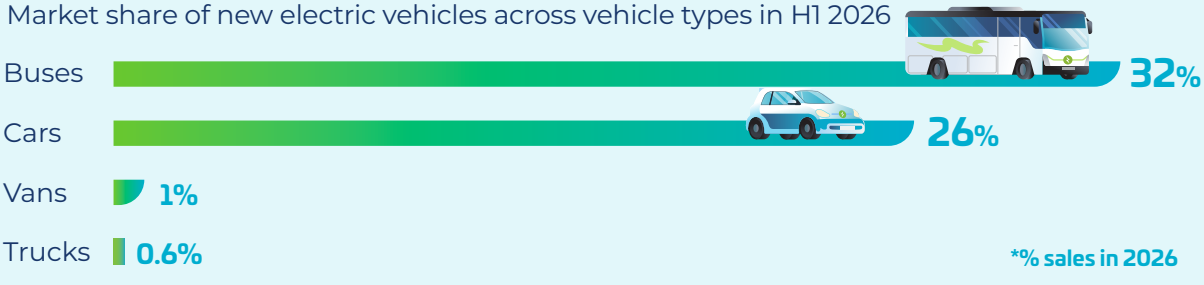
ACT leads Australia



44% of new car registrations are EVs

A multi-speed transition

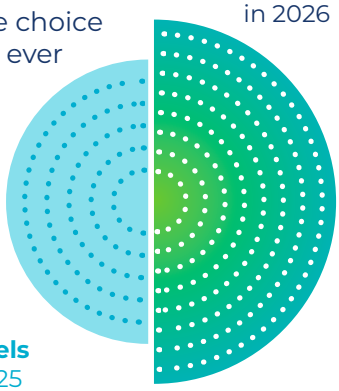
Market share of new electric vehicles across vehicle types in H1 2026



*% sales in 2026

Available EV Models

more choice than ever



196 models in 2026

153 models in 2025



Electric Vehicle Policy Scorecard

FED **7**/10	NSW **7**/10	ACT **7**/10
VIC **5**/10	WA **3**/10	SA **2**/10
TAS **2**/10	QLD **2**/10	NT **2**/10

And while Australia is no longer a global laggard compared to other electric car markets, this is a tale of two transitions: electric trucks and vans remain stuck at the starting line, at barely 1% of new sales. For policymakers, our message is simple: no more pilots, no more trials, no more proofs-of-concept. Freight electrification isn't a lagging segment to be patient about—it is the biggest unseized national opportunity in Australia's transition. It's time to get serious about scaling uptake for our everyday truckies to make sure that the current fuel crisis is our last one.

The EV Council is the only organisation focused exclusively on accelerating the electrification of Australia's transport sector. As a not-for-profit, we're grateful to have members spanning the EV value chain who back our mission to deliver cleaner, cheaper, electric transport—and the jobs that come with it.

Together, they form a strong, collective voice to government and a seat at the tables that matter. To the businesses not yet part of this effort: now is the time to join us.

02

CEO Foreword



Julie Delvecchio
Chief Executive Officer

Australians are buying electric vehicles faster than at any point in our history. As we release this report, August has just delivered our biggest sales record yet. For the first time ever, more Australians drove home in an EV than in a petrol or diesel car.

And why? Cleaner. Better to drive. And, most importantly, EVs have become one of the most powerful cost-of-living tools available to Australian households—giving a way out of a cost that keeps eating further into family budgets.

Who's Buying Electric

EV uptake is not an inner-city story. Tarneit, a growth suburb in Melbourne's west, is now the number one postcode in the country for EV uptake. These are working families with rooftop solar and long commutes, doing the maths. According to JET Charge, electric ute sales rocketed from 362 to over 20,000 in a single year as tradies followed the fuel savings into utes. The second-hand market is moving faster than ever, with used EV sales up 54.6% in the first half of 2026 alone even as the broader used-car market shrank.

EVs as Energy Security

There's an even bigger prize than the household budget. Australia is an island at the end of a long fuel supply chain, holding weeks' worth of reserves and importing almost all of its fuel. Every car that plugs in instead of filling up is a permanent upgrade to our energy security. Pair that with our world-leading rooftop solar, and the opportunity is immense: EVs as batteries on wheels, soaking up cheap midday sun and feeding it back to the grid when it's needed most.

A Decade in Numbers

In 2017, when we released our first State of EVs, Australians bought just 2,284 EVs. Today, EVs account for one in every four new cars sold, and more than 600,000 are on Australian roads. Our 10th edition allows us to look back on a decade of progress, measure what worked and chart the path for the decade ahead.

Buyers can now choose from 196 EV models—up from 153 a year ago. In July, I stood in Wacol, Queensland, with the Prime Minister, as the first Australian-made electric trucks rolled off a production line that's built diesel trucks for fifty years. What was once implausible is now simply underway.

Not Inevitable

It would be easy to read this as a transition that's taken care of itself. It hasn't. Momentum built on favourable conditions —more models and a bad year at the bowser—can be undone by a change in any one of them. Progress is more fragile than it looks, and nothing about the next decade is guaranteed by the last twelve months.

Public DC charging locations grew 18% in the past year, to 1,562, while DC connectors grew 31%. That growth is welcome. Ultra-fast connector growth broadly matched growth in the battery electric vehicle fleet, but national numbers don't tell every community's story. With Australians buying EVs in record numbers, we cannot afford to stand still. The task now is to get reliable charging where it is needed, including regional and outer-suburban communities, and plan ahead for both cars and trucks.

The Freight Gap

Passenger EVs are only half the story. Trucks have barely moved. That's not a footnote—it's the single biggest unclaimed opportunity left. Heavy vehicles are a small slice of the fleet, an out-sized slice of emissions and fuel imports.

The Year Ahead

Our asks for the year ahead—set out in full later in this report—are about shifting public investment from encouraging the first wave to enabling the next one. The review of the New Vehicle Efficiency Standard starts this year, and we've seen this movie before. The strength of that standard does more to determine what Australians can buy, and what they'll pay, than almost any other lever.

None of this happens because of a report. It happens because the organisations in these pages—carmakers, charging providers, energy businesses, fleets, councils and advocates—put their weight behind a change no single one of them could deliver alone. Ten years ago, an electric Australia was an argument. Today it's an industry outselling petrol at the bowser. The next few years will decide whether it becomes the norm—and that's still, very much, a choice.

03 Our team at the EVC



Julie Delvecchio
Chief Executive Officer



Aman Gaur
Head of Legal, Policy and Advocacy



Alina Dini
Head of Energy, Infrastructure & Commercial



Bjorn Siem
Senior Policy Manager



Mark Stephens
Senior Data Scientist



Cameron Rimington
Senior Policy Adviser



Umair Afzal
Senior Technical Advisor



Jessop Tiedeken
Operational Officer

04 EVC in action

Electric Car Discount extended

Since its introduction in 2022, the Electric Car Discount (Fringe Benefits Tax exemption on EVs) has been one of the key drivers of EV adoption in Australia. As a demand side lever, it has complemented the supply-side impacts of the NVES. International examples of successful EV transitions have demonstrated that policy levers on both sides are required and premature withdrawal of demand side incentives is a constant risk—as seen across Australian States and Territories!



In December 2025, the Federal Government commissioned a review of the Electric Car Discount after pressure from the Productivity Commission to revisit the policy. These criticisms of the policy suffered from a narrow understanding of the ECD's benefits which were being misrepresented in the media.

Over the consultation period and through to the Federal Budget decision, the EVC worked with members to bring forward data on geographical uptake across Australia, climate modelling on CO2 abatement, economic modelling on fiscal impacts and case studies that gave colour to the policy's many successes.

This work was the culmination of efforts between the EVC, its members and NALSPA who worked together to demonstrate the truth of this policy.

In this year's Budget, the ECD was given strong support for continuation to 2029 which will help more Australians move into EVs while also helping to grow our second-hand market where almost three-quarters buy their cars. As tens of thousands of families enjoy saving hundreds of dollars each week this year when petrol and diesel prices skyrocketed, the value of the EVC's strategic advocacy has been demonstrated.

Shaping Australia's road user charge



Over the last year (and over previous years), the EVC has been deeply engaged shaping the policy discourse on a road user charge. Through our engagements with government and in the media, we have supported a federal road user charge that is appropriately timed and designed to encourage EV uptake.

Working with the McKell Institute, we demonstrated the putative NSW charge from July 2027 will disincentivise EV adoption by slugging EV drivers up to 62% more than for petrol hybrid cars. In the media, we have highlighted this startling differential and how it will undermine the ability of the next wave of economically vulnerable adopters to cut their transport costs. Professor Simon Jackman's research shows that the 'early majority' of people moving to EVs (as opposed to 'innovators' and 'early adopters') comprises of people who are very economically sensitive to taxes in their decision making to switch to EVs.

Our considered view is that only a federal road user charge is sensible for a country where people routinely move between states and should encourage a move to EVs to support our climate targets. Federal, State and Territory Treasurers **agreed with this principle** when they convened a working group to investigate a road user charge which "should be designed to not deter the continued take-up of electric vehicles".

In coming months as the formal consultation on a federal road user charge commences, the EVC will be advocating for a road user charge that encourages EV uptake and helps share the benefits of EV adoption with all Australians.

Ministerial roundtables

Each year the EVC convenes roundtables for members with senior Government Ministers and Department leaders to share information about the EV industry and hear directly from government leaders about their visions and plans. These are opportunities to provide evidence and information from the 'coalface' in a rare forum that shapes the policy development process. Countless times at these forums Ministers and Departmental leaders will remark they now understand an issue more deeply or will investigate a member's idea.

This year, the EVC held several roundtables including with the Federal Minister for Climate Change and Energy Chris Bowen, the Victorian Minister for Ports and Freight and the Western Australian Minister for Energy. We thank these Ministers for their time and are confident that by meeting with our members their policy making has informed Australia's EV transition.





Charging Confidence Campaign

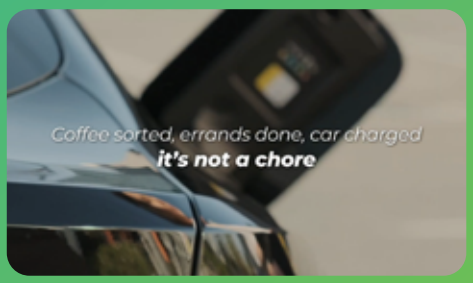
As EVs become a normal part of everyday life, many people are still learning how charging works, where to charge and what EV ownership looks like in practice. To help support this transition, the Electric Vehicle Council has developed **a series of short videos** exploring how Australians charge their electric vehicles at home, while travelling and at destinations they already visit every day.

Originally screened as part of the Sydney Film Festival, the videos are now being made available to a broader audience through EVC's Charging Confidence campaign highlighting three common charging experiences and showing how charging can fit naturally into everyday routines:

- **Home Base:** For most EV owners, charging starts at home.
- **Top Up & Go:** Charging doesn't have to interrupt the journey.
- **Road Ready:** Concerns about charging and range disappear once people begin driving electric.







You can view all the Charging Confidence videos at the Electric Vehicle Council's YouTube channel.

Equitable access to EVs



There's a saying in the EV industry: those who can benefit the most from EVs are the ones who can afford them the least.

As EV uptake grows, equitable access to their low running costs becomes more important—and EVs offer the lowest cost transportation fuel available in Australia. Moving to the 'early majority' who make up roughly 35% of the population, we need policy options that will accelerate EV uptake while delivering cost-of-living relief to households most exposed to volatile fuel prices.

To address this, the EVC has commenced an EV Equity Policy Initiative to address the gap in Australian EV policy for Australians who want to transition to EVs. This includes lower-income households who can't access current EV incentives. The project will commission independent analysis and produce a shortlist of equitable EV access policies. The main objective is to give government a credible, analysis-backed set of measures it can adopt to bring EVs to Australians who will receive the greatest benefit.

ELECTRIC VEHICLE COUNCIL

Heavy Vehicle Reforms

Australia's heavy vehicle rules are complex and notoriously difficult to reform. They are also an obstacle that electric trucks do not face anywhere else in the world. That's why reforming road access requirements has been a central pillar of the EV Council's heavy vehicle advocacy for the last five years. Even prior to the global fuel crisis, the EV Council was advocating for greater electric truck access as a key lever for national productivity.

open letter signed by
46 freight leaders



Combined with the health, energy and emissions benefits of electric trucks, the EVC argued that the whole-of-economy benefits from running Australian supply chains on Australian energy far outweigh the costs. In a concerted 12-month push, the EVC has:

- Made **preliminary** and **final** submissions to the Productivity Commission's Review, alongside members' own submissions
- Hosted a dedicated working group with Commissioners, leading to on-site visits and one-on-one consultations for EVC members
- Published **an open letter** to state premiers and the Prime Minister, signed by 46 freight leaders calling for "harmonised road access and mass limits for zero-emission vehicles"
- Maintained regular dialogue with transport and energy officials (state and federal) and briefed Treasury officials
- Targeted key State Treasurers and Ministers for Transport in the lead up to the **Council on Federal Financial Relations**

The Productivity Commission has now **found** that road access restrictions alone are costing the economy up to $4.4 billion every year. At the time of writing, State and Federal treasurers had agreed to a $400 million package to reform heavy vehicle regulations, with increased road access top of the list. The EVC's focus now switches to ensuring states implement the proposed changes swiftly, consistently and in close collaboration with the EVC and its heavy vehicle members.







EVC in action:

EV friendly towns—CHARGE, STAY AND EXPLORE

A great charging stop can become a great town experience.

Created and delivered by the Electric Vehicle Council with support from the NSW Government, EV Friendly Towns celebrates regional communities making electric road trips easier, more welcoming and more rewarding.

The awards program looks beyond the plug. It recognises towns that connect accessible charging with useful amenities, local tourism, participating businesses and planning for future EV travel. Time spent charging can become coffee, shopping, a walk, an attraction or an overnight stay—keeping more value in the regional economy.

Communities can enter at any stage. The program rewards established leaders and practical first steps, while helping councils, tourism bodies, charging providers and local businesses learn from one another.

PILOT NOW, NATIONAL AMBITION

The program is being piloted in New South Wales in 2026 and is open only to NSW communities in its first year. The EVC wants to expand it nationally and explore other EV Friendly awards—for example, recognising dealers that give people informed, welcoming and practical support when considering an EV.

SCALING WITH PARTNERS

Scaling the pilot will require delivery partners. The EVC will seek governments, industry organisations and commercial partners that can help take the program into new jurisdictions and new parts of the EV ecosystem.

1. Electric Vehicle Council, 'EV Friendly Towns', 2026, electricvehiclecouncil.com.au/ev-friendly-towns/.

2. NSW Government, 'Electric vehicle destination charging grants—EV Friendly Town Awards', updated 13 August 2026.

Discover the program: evfriendly.com.au

NSW GOVERNMENT

EV Friendly Towns is an initiative of the Electric Vehicle Council, proudly funded by the NSW Government.

05
Introduction

Now in its 10th year, *State of EVs* is the annual health check for Australia's EV market. It aggregates the latest sales and registration data across the major vehicle segments, together with indicative figures for the rollout of public charging infrastructure, as at 30 June 2026. The second half of the report includes the EVC's annual assessment of EV policy at the state, territory and federal government (see Section 8). Our thanks to the lead agencies who provided input to these assessments and to all our collaborators across government.

The State of EVs doesn't map a year-by-year sales pathway to 5 million EVs by 2035. It does, however, describe what it will take to make 5 million EVs by 2035 achievable, not aspirational—policy priorities across passenger cars, heavy vehicles, industry development, and energy and infrastructure.

Compared to last year, the focus has shifted from early enablers to the conditions that sustain them: equity-based access for lower-income households, a well-designed RUC with revenue reinvested back into EVs, freight electrification moving from pilots to reducing upfront costs at scale, and the next frontier of charging—scaling infrastructure to keep pace with rising uptake.

State of EVs—and the nine preceding editions—would not be possible without the commitment of the EV Council's members. We are the only organisation in Australia representing every facet of Australia's EV ecosystem, from vehicle manufacturers and early-adopter fleets to energy providers, charging networks and EV innovators. The Electric Vehicle Council is the only peak industry body with a singular mission: accelerating the electrification of transport. Our members don't just facilitate the EV transition; they choose to stand together behind the EVC's mission of accelerating EV uptake—and we thank each of them for their continued support:

ABB · Better Charge · ActewAGL · agl · amazon · Ampol · anc
ARLEC · Ausgrid · AUTEL · BMW Group · bp pulse · BYD · ChargeFox
CHARGE N LEAF · CHERY · Commonwealth Bank · Custom Fleet · Daimler Truck Australia Pacific · Delta · DUKA
Endeavour Energy · ENDGAME · EnergyAustralia · Energy Futures Foundation · essential energy · EVERTY · EVX
flow · GEOTAB · Hertz · HYUNDAI · IKEA Australia · intium
JOLT · KEMPOWER · LINFOX · NALSPA · nox · mycar
MyNu Energy · NRMA · origin · Pickles · Polestar · POWERSHOP
RAA Charge · Schneider Electric · sgfleet · ORIX · smart group · StarCharge · SUNCORP · TESLA
Transurban · Uber · victorian transport association · VOLKSWAGEN · VOLVO · VOLVO · western power

06 Ten Years of Monitoring the Market

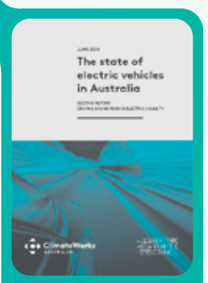
2017



Australia is lagging badly on EV adoption despite strong consumer interest and clear benefits

5,000+
EVs on Australian roads

2018



Sales growth is concentrated in the expensive/ luxury segment

6:1
approx. EV-to-charger ratio in Australia

2019



Lack of national co-ordination results in stagnant uptake

51%
survey respondents considering an EV

2020



First state EV strategies help spur increasing buyer confidence

80%
consumers who underestimate EV range

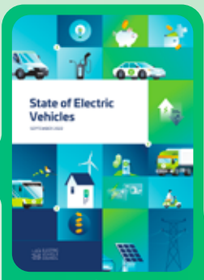
2021



Sales grow despite the global pandemic—EVs are here to stay

60%
Tesla Model 3's share of total EV sales

2022



A step change: sales in Australia tripled from the previous year

3,000
no. public chargers in Aus.

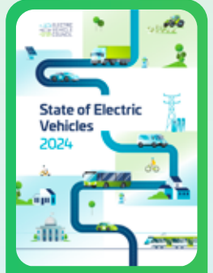
2023



New Vehicle Efficiency Standard essential for attracting more affordable EVs

8.4%
EV market share

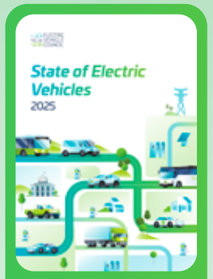
2024



States prematurely withdraw EV incentives, with market share still below 10%

122
no. EV models available in Australia (BEV+PHEV)

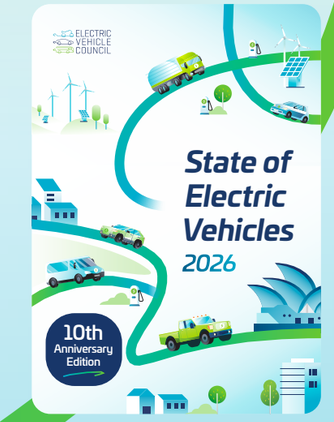
2025



Year of the PHEV—plug-in hybrid EV sales quadruple

300%
YoY growth in plug-in hybrid EV sales (Mar '25)

2026



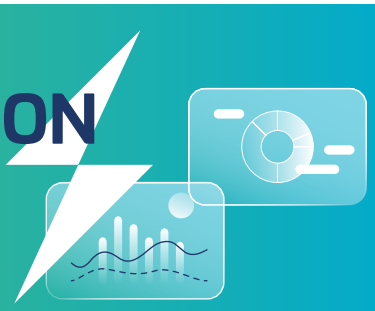
½ million
EVs on Australian roads (Mar '26)

ELECTRIC VEHICLE COUNCIL

Where we started · Where we are · Where we're going

AUSTRALIA'S EV EVOLUTION

Five Indicators tracking the market from 2017 to today—and the 2035 vision: with a Net Zero-aligned NVES and well-designed road user charge.



	The starting point **2017** **Baseline**	The current reality **2026** **Progress**	Net Zero-aligned NVES and well-designed RUC **2035** **Vision**
Annual sales	**2,284**	**157,957**	**1 million**
	EVs sold nationwide that year	Total units sold this year	New EVs sold every year
Market share	**0.19%**	**25.8%**	**Majority**
	Of new light vehicle sales	Share of the current new car market	Of all new light vehicles sold
Available models	**23**	**196**	**Every segment**
	BEV and PHEV models on sale	Models available to consumers	Including utes, vans and light trucks
Charging locations	**476**	**4,268**	**RUC-funded**
	Public charging sites nationwide	Public charging locations nationwide	Revenue reinvestment may include charging and roads
Vehicles on the road	**7,300**	**612,000**	**5 million**
	Total EVs in the Australian fleet	Total EVs in the fleet today	EVs on Australian roads by 2035

2017 Figures: EVC State of Electric Vehicles · 2035 column is an indicative policy scenario, not a forecast (EVC.ORG.AU)

One of the EVC's earliest estimates was that to align with Australia's emissions reduction targets, approximately 1 million EVs would need to be on the roads by the start of 2028. At the time, the target was questioned and seemed impossible. Fast forward to today and thanks to strong growth in 2026, that initial target seems within reach. Australia only needs EVs to hit at least 17% market share in 2027 in order to reach the 1 million milestone.

THEN & NOW

A lot has changed since 2016, the year before the EVC first published State of EVs:

EVs sold

2026: **158,000** ↑ 11,186%

2016: 1,400



BEVs sold

2026: **104,000** ↑ 15,469%

2016: 668

PHEVs sold

54,000 ↑ 7,603%

701

Share of Australia's new car sales

2026: **25.8%** ↑ 25,700%

2016: 0.1%

Models available

196 in 2026 ↑ 1,125%

16 in 2016

Public Charging Infrastructure

4,268 in 2026 ↑ 797%

476 in 2016



Chau Le
General Manager E-Mobility at Origin Energy & EVC Chair

"Australia's EV ecosystem is barely recognisable from 10 years ago. I've watched EVs go from a niche consumer preference to customers scrambling for the fastest delivery of the latest model. Our industry should feel rightly proud of the progress we've made thanks to visionary investments, collaborative partnerships, innovation in the face of negativity—and diligent advocacy from the Electric Vehicle Council. If this is the transformation over the last 10 years, then the next decade will be nothing short of electrifying."



Sam McLean
Energy Futures Foundation EVC Board Member (2017–Present)

"The first 'State of EVs' report cited AEMO forecasts that 1 in 4 new cars would be electric by 2035. I remember people scoffing at the EVC arguing that Australia could do even better. This year we exceeded that 1 in 4 mark—a decade earlier than predicted. That only happened because EVC members pooled our funds and our efforts to create a powerful voice. Together we showed Australians how great EVs are and made the case to state and federal governments for law that massively accelerated our industry."

07

EVs in 2026



7.1 The Year to Date



January was a bleak start to 2026 for Australia's EV industry. The successful Electric Car Discount was under threat, a premature Road User Charge was on the table and almost every major EV policy in the country was 'under review'.

Then came March and the outbreak of conflict that disrupted up to 20% of the global oil trade. Cost of living concerns and the global fuel shock have dominated 2026 ever since. EVs offer a solution to both, but the industry has also experienced other highlights (and headwinds) in the year so far:

JAN

- ANCAP finds that 6 out of the top 7 safest cars in Australia are EVs

FEB

- The first 'report card' under the New Vehicle Efficiency Standard (NVES) finds car makers easily hitting—and exceeding—emissions reduction targets
- New research from the University of Melbourne finds that pollution from trucks and buses is costing Australia $6.2 billion every year and causing up to 11,000 preventable deaths

MAR

- The EVC's annual Ownership Survey found most EV drivers were cutting their fuel bills by more than 60%
- A Senate Select Committee makes 21 recommendations to tackle misinformation, including persistent myths about EVs
- Australia reaches half a million EVs on the road

APR

- Australia's electric trucking leaders came together in Canberra for the Freight Forward Summit
- 46 clean freight leaders sign an open letter to Government calling for targeted reforms

MAY

- Australia's largest Vehicle-to-Grid trial expands to 1,000 homes, featuring vehicles from **BYD** and funding from **ARENA**
- NSW releases an updated EV Strategy focusing on spreading the cost-of-living benefits of EVs to more households

JUN

- Australians buy more EVs in first six months of 2026 than in the entirety of 2025.
- The Australian Energy Market Operator confirms EVs will play a central role in Australia's future energy system
- UTS research identifies the factors for successful EV transitions globally and the common challenges and trade-offs

AUG

- EVC Launches EV Friendly Towns, Funded by NSW GOVT

ELECTRIC VEHICLE COUNCIL

Other industry developments

Following months of advocacy by the EV Council, the Federal Budget in May retained the Electric Car Discount—a policy that exempts EVs from Fringe Benefit Tax (FBT)

Rather than being scrapped, the exemption will now stay in full until April 2027, with a gradual phase-down:

- 100% relief for eligible BEVs under $75k until 2029
- 25% for eligible BEVs between $75k and the luxury car tax threshold from 2027 to 2029
- 25% for all BEVs under the luxury car tax threshold from 2029

The EVC has praised the Federal Government for listening to industry concerns and choosing a sustainable transition path. The policy is an important cost-of-living measure in addition to the $3,000 in annual running cost savings enjoyed by EV owners.

As part of a broader review into heavy vehicle regulation, the Productivity Commission found that there were significant regulatory obstacles preventing the uptake of electric trucks.

The PC report found that mass limits and road access restrictions—that disproportionately affect electric trucks—could be costing Australia as much as $4.4 billion in lost productivity.

The same report found that noise restrictions and amenity rules originally implemented for diesel trucks were unnecessarily hampering the productivity of electric trucks. The PC found "there is a strong case for reducing curfew burdens on heavy zero emissions vehicles".

Both issues have been long-term priorities for the EV Council and its heavy vehicle members. At the time of writing, state and federal governments had made 'in principle' commitments to reform heavy vehicle regulations that lower obstacles to electric heavy vehicles.

New South Wales is proposing to tax EV owners for every kilometre they drive, an unprecedented move that would not apply to any petrol or diesel vehicles.

From next July, the NSW Government is planning to apply a Road User Charge (RUC) to every EV on the roads, despite Australia's High Court already striking down a similar charge in Victoria.

The proposal comes as the Government spent $3 billion to discount taxes on petrol and diesel for 4 months and the Federal Budget projects revenue from fuel excise to continue rising through 2030.

At almost 3 cents per kilometre, the RUC would see EV owners paying 62% more for road use than petrol hybrid drivers, who pay as little as 1.8 cents per kilometre, indirectly via the fuel excise.

You can't manage what you don't measure. And yet tracking Australia's mass transition to EVs has never been harder.

Unlike New Zealand, Europe or other comparable markets, Australia still has no independent database tracking EV uptake. Registration data is either disaggregated by state/territory or only available annually. Data for sales is increasingly fragmented, locked behind paywalls and increasingly withheld for commercial gain. Automotive journalists who had previously accessed monthly sales data are now reporting restrictions and gag orders on republishing critical metrics about the EV transition.

The EV Council publishes the sales data of its reporting OEM members every month, to the general public, free of charge.

Australia's electric future needs data to accurately convey the enormous changes happening in the market. The diminishing visibility and increasing fragmentation of monthly sales data leaves Australia flying blind in the EV transition.

7.2 Passenger vehicles



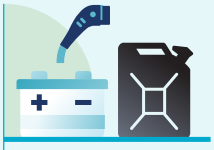
EVs have always offered lower running costs than petrol or diesel vehicles. Less maintenance and cheap electric recharging were already saving the typical EV driver around $3,000 a year *before* the recent spike in petrol/diesel prices. So, at a time when fuel prices are fluctuating and cost-of-living continues to bite, it's no surprise that EVs have become a popular choice.

Just how popular and how quickly, though, has surprised some EV industry experts.

In the first half of 2026, **one in four cars** purchased was electric—either a Battery Electric Vehicle (BEV) or a Plug-in Hybrid Electric Vehicle (PHEV):



BEV
Battery electric vehicle
A BEV is 100% powered by a battery 100% of the time.



PHEV
Plug-in hybrid electric vehicle
A PHEV has two power trains —a battery and an internal combustion engine vehicle. The driver can choose to drive on the battery to a certain range or use the engine.

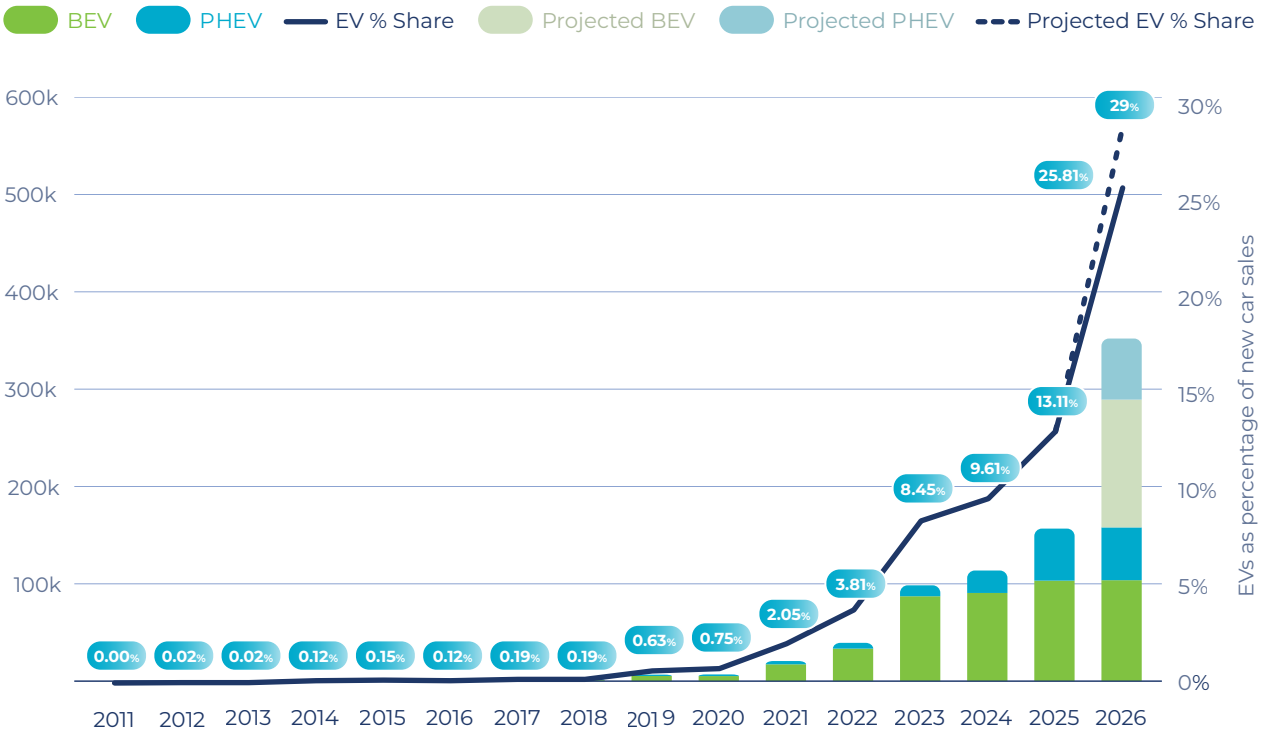


"Hybrid"
A hybrid vehicle is actually just an efficient petrol vehicle—it has an engine with a small electric motor and battery, charged only through regenerative braking and the engine itself—**it cannot be plugged in.**

✓ Has a plug	✓ Has a plug	✗ Has a plug
✓ Rechargeable battery	✓ Rechargeable battery	✗ Rechargeable battery
✗ Petrol/diesel engine	✓ Petrol/diesel engine	✓ Petrol/diesel engine
✓ Large electric range (400–600km)	✗ Large electric range (400–600km)	✗ Large electric range (400–600km)
✓ Zero tailpipe emissions	✗ Zero tailpipe emissions	✗ Zero tailpipe emissions

EVs are referred to as BEVs and PHEVs in line with the International Energy Agency and International practice. EV sales have surged in the first six months of the year, with Australians purchasing almost 158,000 EVs to 30 June 2026, more than doubling sales in the same period of 2025. EVs accounted for 25.8% of all new car sales in Australia as of June, a market share that is projected to grow to more than 29% by year's end.

Tracking EV Sales and Projections for 2026

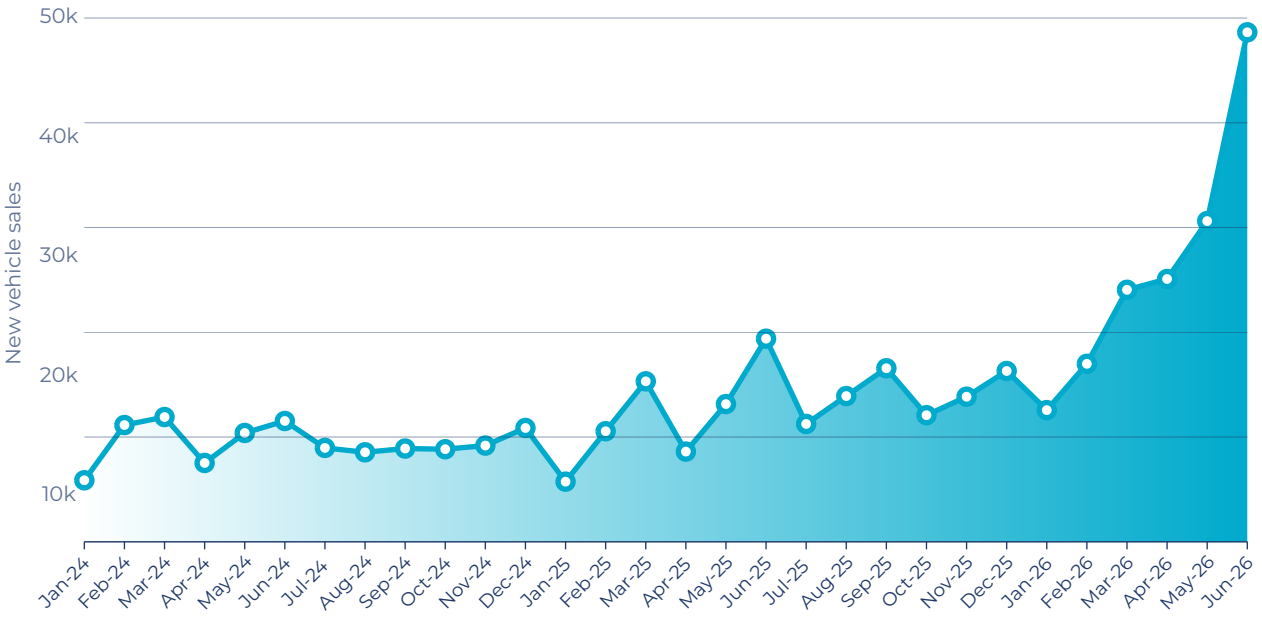


Source: EVC Vehicle Sales Report, AAA EV Index, CarExpert

Figure 1: Historical trend and projections of annual BEV and PHEV sales and EV market share of new vehicle sales to 2026

Whereas 2025 was characterised by a slow start for EVs (particularly BEV volumes), sales have rebounded spectacularly compared to last year and BEV sales alone are projected to hit more than 200,000 by the end of this year. Monthly sales peaked in June 2026, driven by a combination of huge demand, delayed order deliveries and end of financial year peak. But while June 2026 represents an all-time high-water mark for monthly EV sales, the monthly trend has been particularly strong with almost every month breaking a new sales record.

Monthly EV Sales Over Time



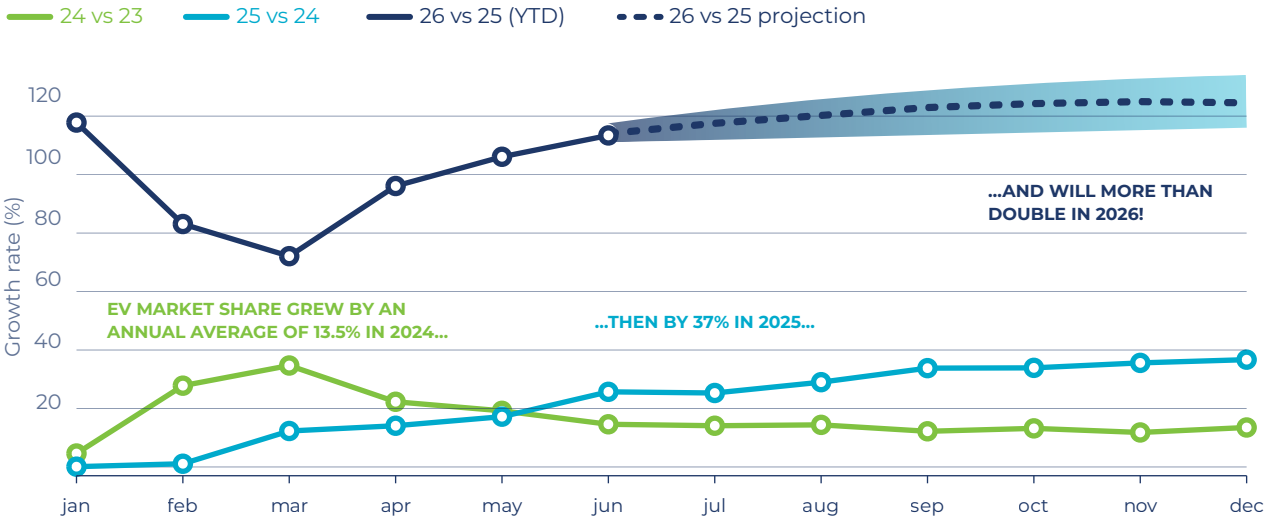
Sources: EVC Vehicles Sales Report, AAA EV Index, CarExpert

Figure 2: Historic monthly EV Sales over time from Jan 2024 to June 2026

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The monthly sales data only tell part of the story: the rate of growth from year-to-year is hitting unprecedented speeds too. While the percentage change in EV market share typically fluctuates in the first few months of each year, the 2026 growth rate is more than doubling that of 2025 and is projected to be between 118% and 128% by the end of the year!

YTD EV Market Share Growth Rate (% change vs same month prior year)

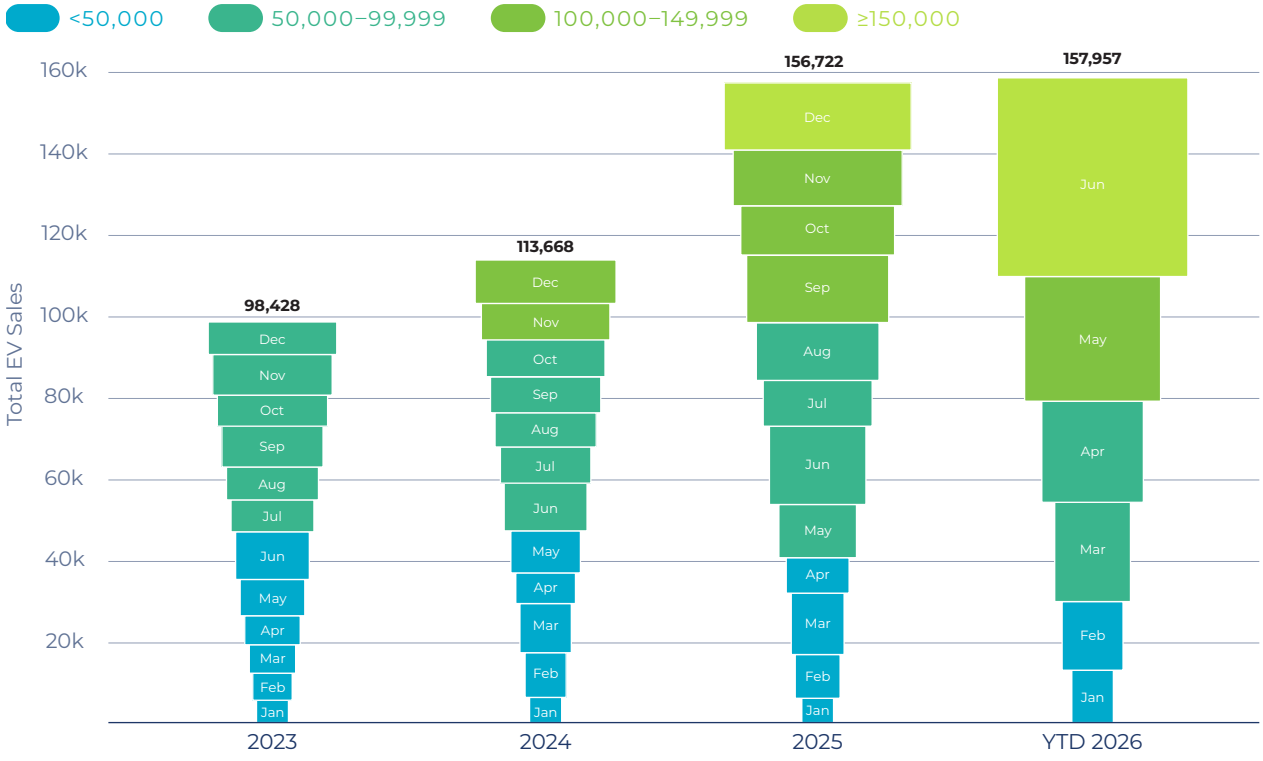


Source: EVC Vehicles Sales Report, AAA EV Index, CarExpert

Figure 3: Historic and projected trends in growths rates of year to date EV market share compared to the previous year.

At current growth rates, full year sales of EVs could be double that of 2025 and in-line with the 'hockey-stick' rates of adoption synonymous with an 'early majority' cohort of buyers. Whatever happens in the second half, 2026 will be another record year for EV sales—Australian households had already smashed the annual sales record by July.

Total EV Sales by Year



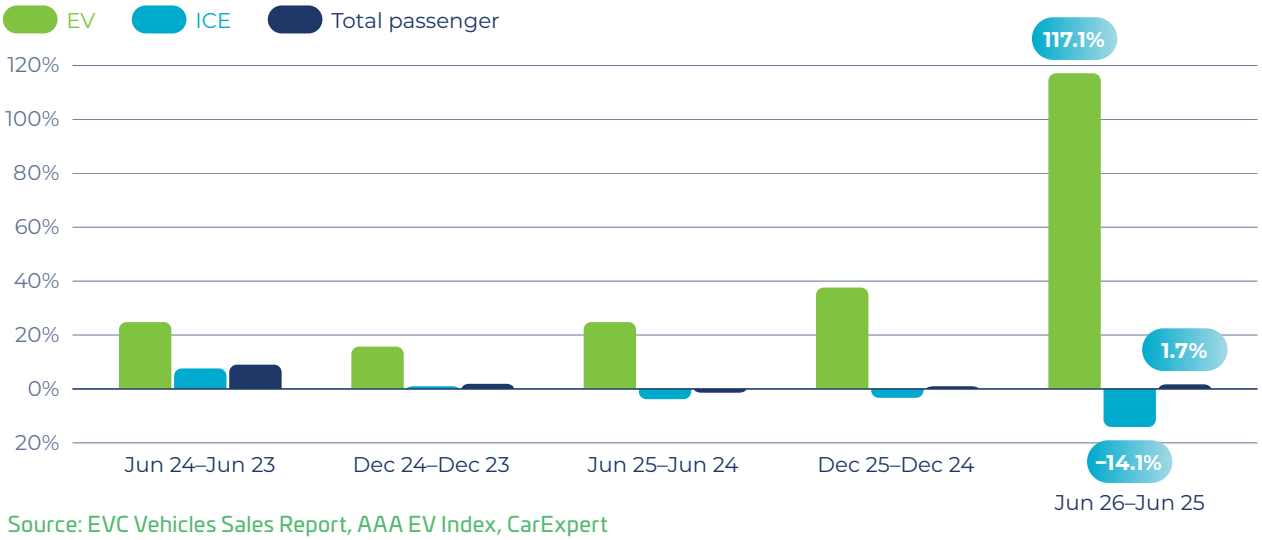
Source: EVC Vehicles Sales Report, AAA EV Index, CarExpert

Figure 4: Historic trend in EV sale milestones from 2023 to June 2026.

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The increase of EV sales in the Australian market is rapid, particularly more so in the last 12 months, with the growth rate of year-to-date sales at near 120% as of June this year compared to same time last year. While more Australian motorists are choosing an EV for their next vehicle, the sale of internal combustion engine vehicles is declining, currently down by 14%. However, the rise in EV adoption is counteracting the drop in ICE vehicles, propping up the overall passenger vehicle market by almost 2% compared to June of 2025.

Year to date growth rates of vehicle segments compared to previous year

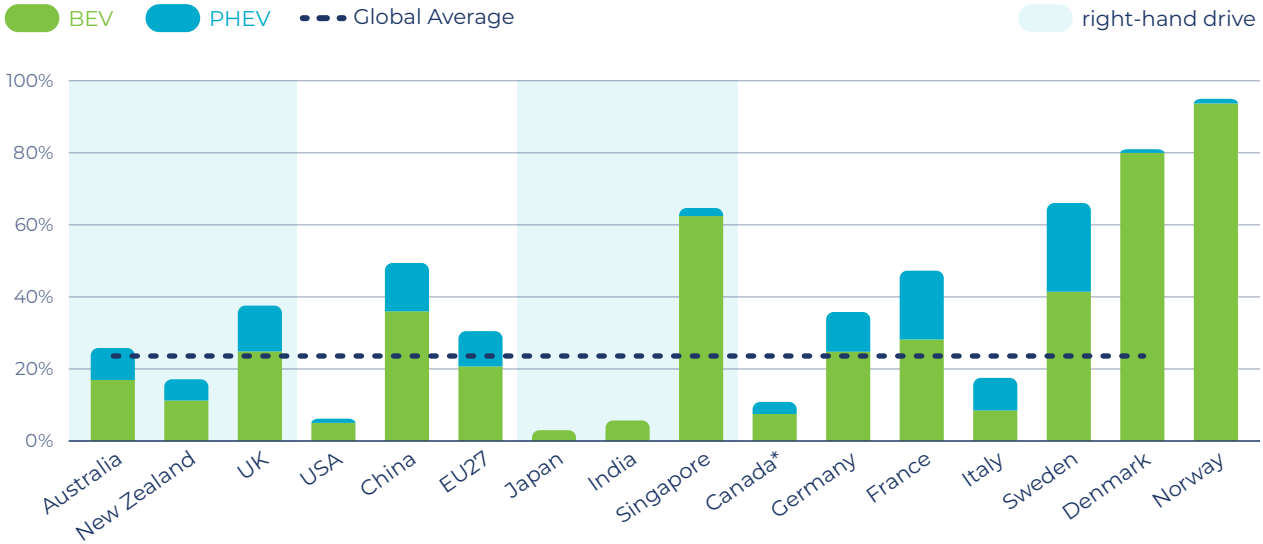


Source: EVC Vehicles Sales Report, AAA EV Index, CarExpert

Figure 5: Historic trend in growth rates in year to date sales across vehicle segments compared to previous year.

After decades lagging the global EV transition, Australia's uptake of EVs is now almost exactly in line with the global average for 2026.[2] Scandinavian markets and China remain front-runners but the International Energy Agency is pointing to medium-sized markets (including Australia and New Zealand) as the new drivers of global EV growth. Australia's EV market share trails other right-hand drive markets (e.g. the UK by 46%, Singapore by 150%) but is significantly outpacing electrification in the USA, Japan, Canada and New Zealand.

Electric Car Market Share — Selected Markets (Jan–Jun 2026)



Sources: International Energy Agency, Ministry of Transport (New Zealand), NewAutomotive, Argonne National Laboratory, China Passenger Car Association, Gasgoo China Automotive News, ACEA, NHK World Japan, Clean Mobility Shift, Land Transport Authority (Singapore), Cleantechnica, Statistics Canada, Mobility Sweden, OFV Statistikk/Statens Vegvesen, EVC Vehicle Sales Report, AAA EV Index.

Figure 6: International comparison of BEV and PHEV market share for H1 of 2026

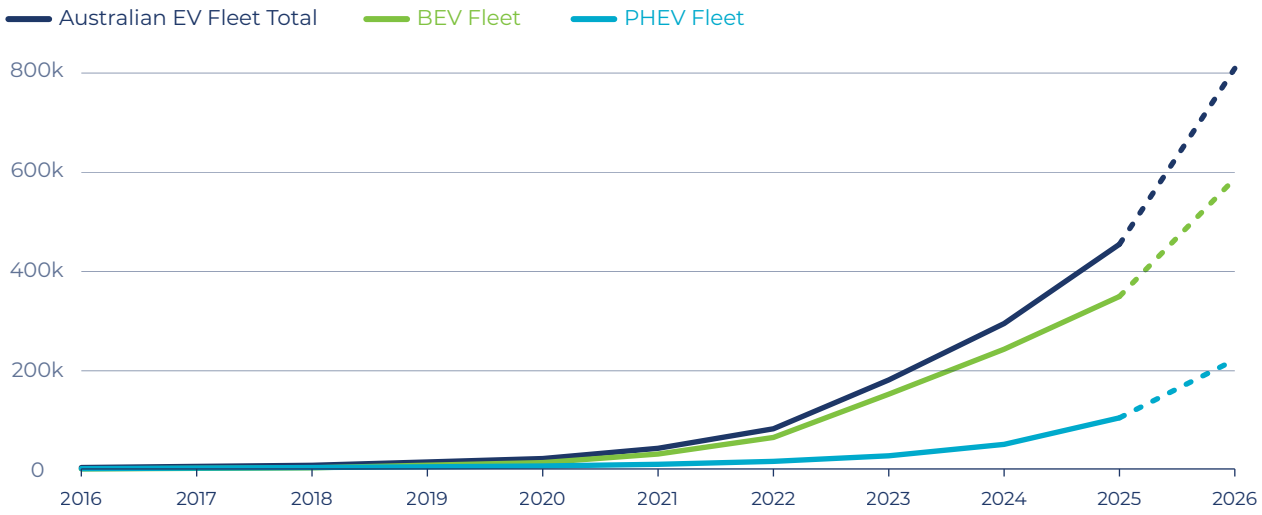
2 International Energy Agency, *Electric car markets in a time of uncertainty*, 2026

Australia's electric car fleet

Australia already reached the symbolic milestone of half a million EVs on the roads in March 2026; by June this had expanded to around 612,000.

The EV Council estimates there are approximately 450,000 BEVs in the national car fleet and roughly 160,000 PHEVs at the end of June 2026. By the end of the year, it is likely that there will be over 550,000 BEVs and over 200,000 PHEVs on Australian roads with the total EV fleet approaching 800,000 at the upper end of the forecast:

Australia's growing EV fleet



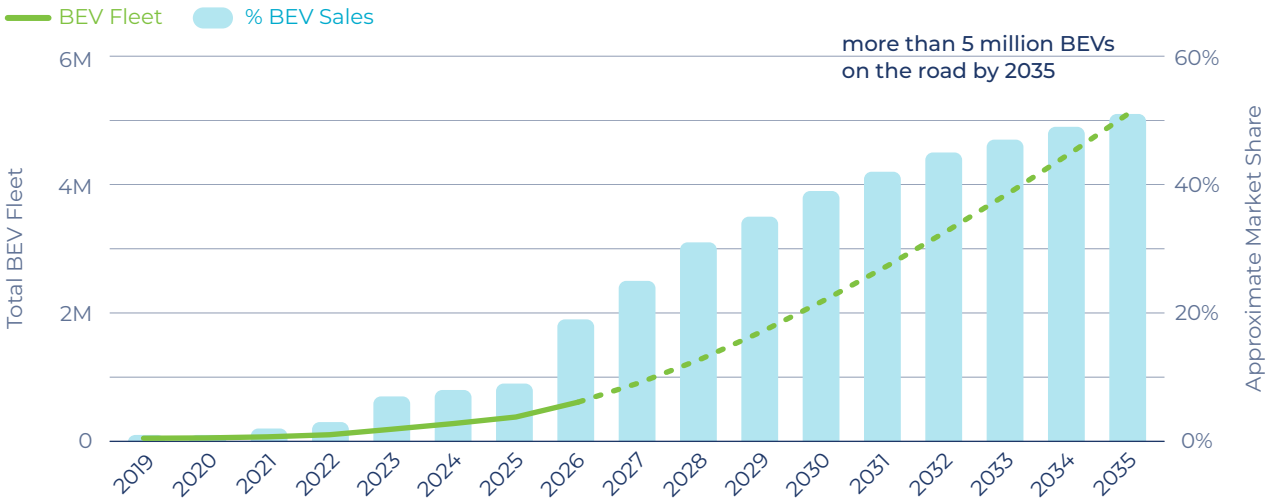
Sources: EVC Vehicles Sales Report, AAA EV Index, CarExpert.

Figure 7: Historic and projected trends in national BEV, PHEV and EV fleets

Nevertheless, Australia is currently not on track with EV uptake required to achieve the Government's 2035 emissions reduction targets. Achievement of the 2035 targets will hinge significantly on abatement in the transport sector which is predicted to be the biggest emitting sector by 2030, but also has significant opportunities to decarbonise with the rise of electric cars, trucks and buses. Nonetheless, that 2035 target requires 5 million battery electric cars on the road by the middle of the next decade—a significant increase in pace from the current trajectory. In order for the transition to be fully embraced by mainstream Australia, we need new policies that will share the benefits of EVs with all Australians.

There are approximately 21 million cars on Australian roads, and the EV share of the *fleet* (as opposed to *sales*) remains small by comparison with ICE vehicles, at only 3%. The Climate Change Authority estimates that over 5 million battery electric vehicles are needed on the road by 2035, an amount that is 20 times the size of the BEV fleet at the time of their assessment. Even accounting for higher expected EV uptake during this year, Australia's BEV fleet will still need to grow 10 times in size, and hit a market share of more than 50% in battery electric vehicles. This extraordinary expansion would only achieve the lower end of the 2035 emissions reduction target (62% below 2005 levels).

Where the BEV fleet needs to go to align with 2035 emission reduction targets



Sources: EVC Vehicles Sales Report, AAA EV Index, CarExpert.

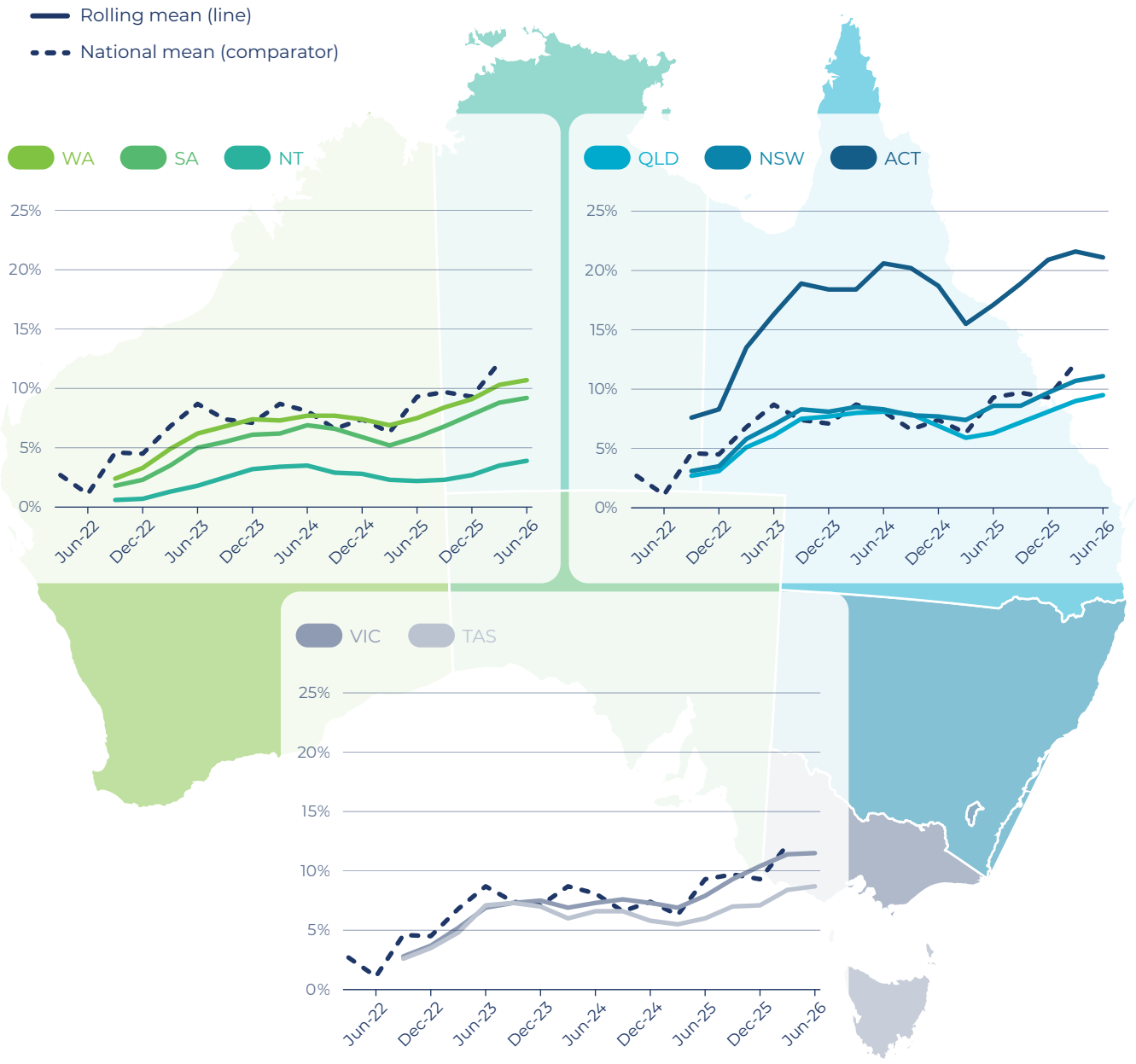
Figure 8: Historic and projected trends in national BEV fleet and annual BEV market share of new vehicle sales to achieve 5 million BEVs on the road by 2035.

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.

Electric car sales across States and Territories

The surge in EV sales is a national phenomenon, both in absolute vehicle numbers and the rise in EV market share. But while all states and territories have seen increasing uptake in 2026, some jurisdictions are leaping ahead—the Australian Capital Territory has again retained its crown as the EV capital: 44% of cars registered by June 30 had a plug.

EV Market Share Trends by State



Sources: AAA EV Index.

Figure 9: Comparison of historic trends of quarterly EV market share by State and Territories.

ELECTRIC VEHICLE COUNCIL

NALSPA

Outer Suburbs Lead EV Uptake thanks to the Electric Car Discount

Analysis from the National Automotive Leasing and Salary Packaging Association (NALSPA) shows that outer-suburban communities are among the highest adopters of EVs.

NALSPA analysed novated leasing data for Q2 2026 and found that the nation's top 10 postcodes for battery electric vehicles (BEVs) are predominantly in the outer suburbs. Victoria alone accounted for five of the ten spots.

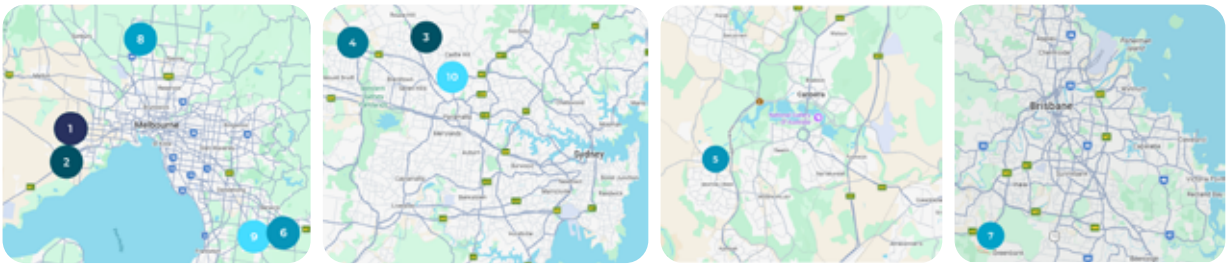
> *"Outer-suburban families, including many essential workers, are doing the sums—switching to an EV can save them thousands of dollars each year, more so where rooftop solar and a home battery help charge the car with lower-cost household energy"*
>
> — said NALSPA CEO Rohan Martin.

The latest figures confirm the findings of a March survey which found that EVs are a cost-of-living measure, particularly among families outside the inner cities, blue-collar workers and those under financial stress. The survey of 2,269 novated leaseholders was the largest of its kind.

The trend comes as the Federal Government confirmed it will retain the Electric Car Discount which exempts BEVs from Fringe Benefit Tax under novated leasing arrangements. The Electric Car Discount will be phased out gradually from April 2027.

NALSPA estimates the Electric Car Discount has already helped more than 150,000 Australians switch to EVs and its continuation is expected to put tens of thousands more on Australian roads as fuel prices remain volatile.

"The Electric Car Discount is putting cleaner, cheaper-to-run cars within reach of ordinary Australians," said Mr Martin. "Without it, many outer-suburban families simply wouldn't be able to make the switch".



Top 10 postcodes for BEV uptake via novated leasing—Q2 2026

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Top selling electric car models

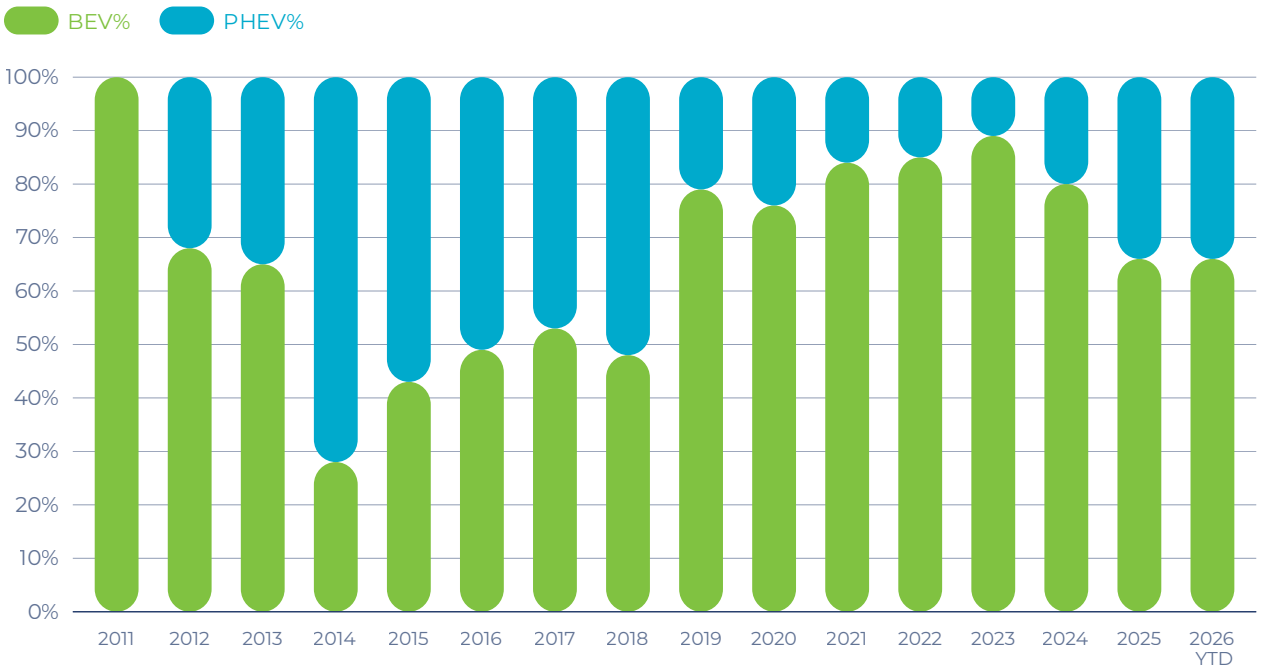
Through a combination of increased market competition, surging buyer interest, and emissions standards, Australians are spoilt for choice when it comes to choosing an EV that's right for their lifestyle. As of June 2026, drivers have never had a greater choice of EVs in Australia: there are now 196 electric car models, comprising 125 BEVs and 71 PHEVs. You can find a list of available EV models (as of 30 June) at Appendix D.

Connected Cars

From phones to speakers, wearables to TVs, Australians are increasingly seeking out the latest innovations in connectivity—and our cars are no different. Most new vehicles (including electric vehicles) are at the forefront of the 'Internet of Things' where our devices will become ever more connected to each other and to whole new ecosystems of digital technology. Even before the arrival of EVs in Australia, our cars had steadily become smarter, more like computers on wheels than traditional vehicles. While this brings new challenges (e.g. cybersecurity, data privacy etc.), it has also led to innovations like 'over the air' software updates that allow vehicles to get better over time and where recalls no longer require a visit to the dealer. Australia is by no means alone in navigating the challenge of increasingly connected vehicles and the EVC recommends a holistic policy response from government that aligns with international best practice

If 2025 was the 'Year of the PHEV', 2026 has seen no appreciable change in the composition of Australia's EV market. The ratio of BEV to PHEV models sold in the first half of 2026 is a carbon copy of 2025, with BEVs still outselling PHEVs 2 to 1. Again, PHEV purchases have been concentrated in heavier vehicle segments (e.g. utes and SUVs) but even here, burgeoning BEV technology could be set to make inroads in the coming 12 months.

BEV vs PHEV split



Sources: EVC Vehicle Sales Report, CarExpert, The Driven.

Figure 10: Historic trend in BEV and PHEV share of annual EV sales.

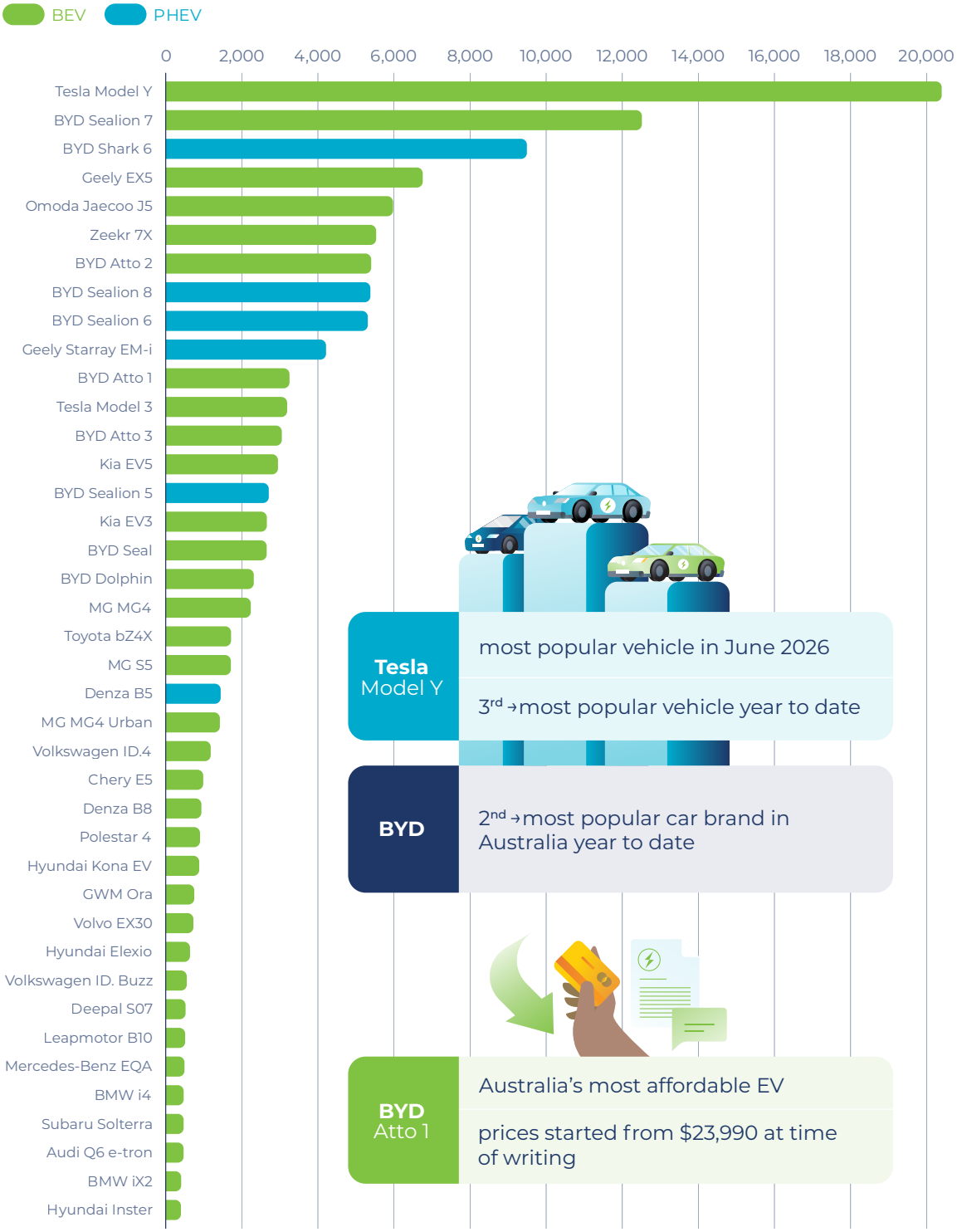
ELECTRIC VEHICLE COUNCIL

First half sales for 2026 have been dominated by one BEV model in particular: the Tesla Model Y. It alone accounts for some 20,000 EV sales in 2026 or 13% of Australia's EV market.

More broadly, EVs are continuing to challenge the dominance of traditional petrol/diesel models with EVs and EV-focused manufacturers now regularly featuring in the Top 10 rankings for total sales volume.

The growing price parity of battery electric cars with petrol hybrid and petrol cars partially explains this growth. Over recent years (particularly since the introduction of the NVES), the price premium for an EV has dropped steadily and the EVC expects it to evaporate in coming years. With the upfront price premium removed, plus cheaper fuel and lower running costs, the balance between BEV/PHEV sales will be one to watch.

Best Selling EVs (Jan–Jun 2026)

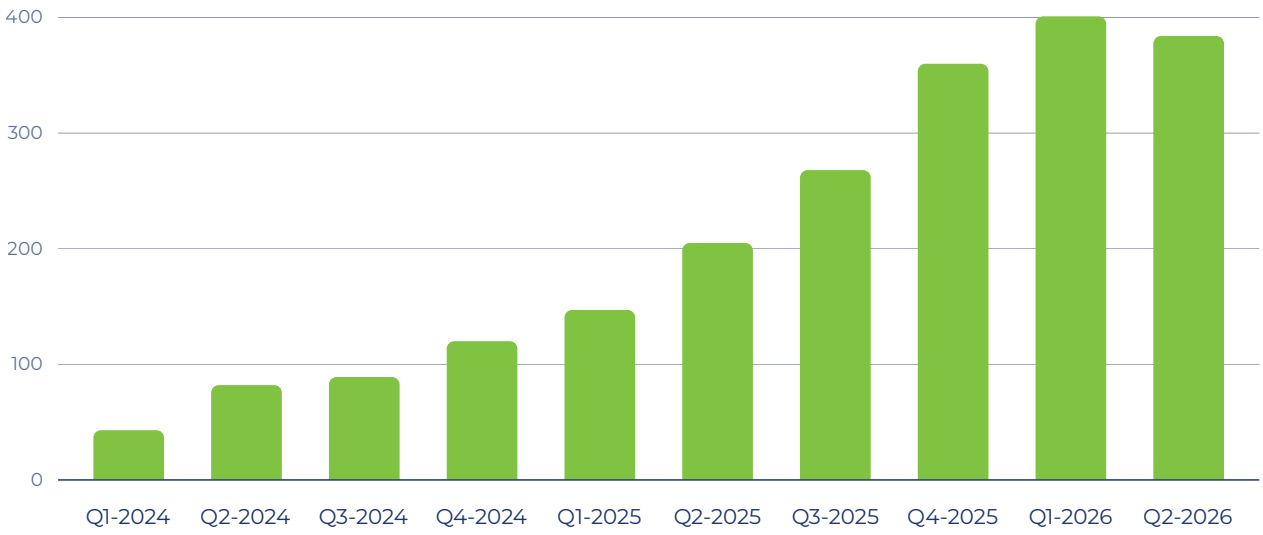


Sources: EVC Vehicle Sales Report, OEM-Supplied Data, The Driven

Figure 11: The best selling EV models with sales greater than 400 for H1 of 2026.

Growth is not confined to the new vehicle market, either. Data from Pickles—Australia's leading second-hand marketplace and largest auction group—shows that 2026 has been a record-breaking year in the second-hand market too:

Pickles Used EV Sales



Source: *Datium Insights*, 2026

Figure 12: Historic trend in quarterly used EV sales



*MY26 ID. 5 GTX with optional metallic paint, at extra cost. EV range according to WLTP. Actual figures vary depending on driving style, fuel quality, environmental and road conditions.

PICKLES

Growing demand builds confidence in used EV residual values

While new EV sales increased 117% in the first half of the year, Australia's second-hand EV market is also accelerating. Used EV sales through Pickles grew 150% in FY26 compared with FY25, with quarterly volumes now around 400 vehicles.

Fleet management organisations, manufacturers, financiers, and government institutions remain the largest sources of used EV supply. As more vehicles acquired through novated leases reach the end of their initial terms, the depth of the second-hand market will play an increasingly important role in determining resale outcomes.

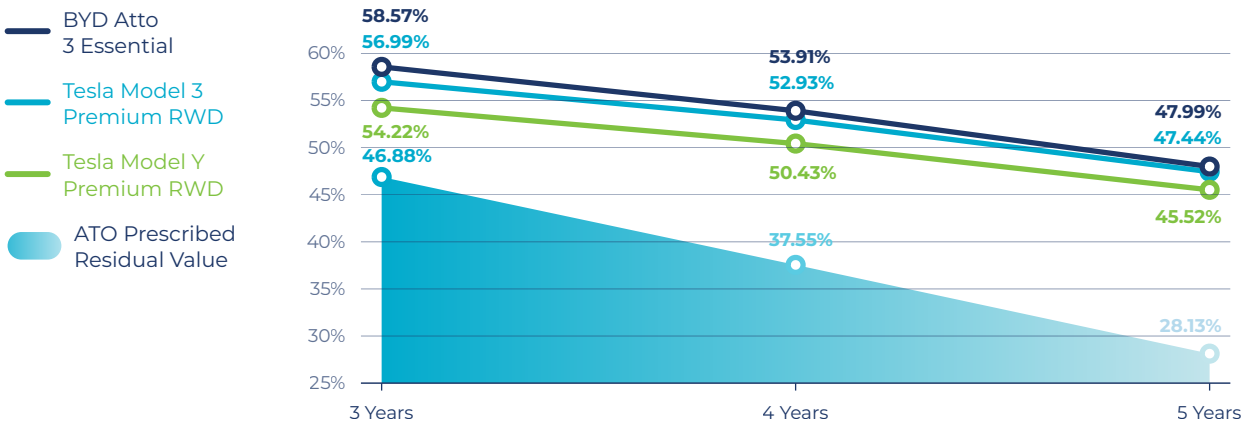
Demand is strengthening alongside supply. During the recent petrol-price spike, EV searches on the Pickles website increased by more than 160%, while EV listings attracted more than 140,000 views in Q2 2026. That research translated into increased bidding, with EV auctions recording a 100% clearance rate for the first time.

Dealer participation is another sign of a maturing market. Dealers purchased 30% of Pickles' used EVs in 2023; today, they account for 50%. Pickles is also regularly seeing around 50 dealers each quarter purchase a used EV for the first time.

The buyer base is broadening geographically. Regional buyers accounted for 32% of Pickles' used EV sales in FY26, up from 27% in FY25. Regional dealers contributed significantly to that increase, with their share of purchases rising from 17% to 26%.

For novated lease drivers, this expanding demand is providing greater confidence about end-of-lease values. Forecasts from Datium Insights, Pickles' data analytics business, for three EV models—the Tesla Model 3 Premium RWD, Tesla Model Y Premium RWD, and BYD Atto 3 Essential, each based on 15,000 kilometres a year—sit above the Australian Taxation Office's minimum residual values for leased cars across three, four, and five years:

Forecast EV residual values compared with ATO thresholds



Source: Datium Insights—AutoPredict Tool. Forecasts based on 15,000km p.a.

Figure 13: Forecast of end-of-lease value for selected EV models under a novated lease based at 15,000km p.a.

ELECTRIC VEHICLE COUNCIL

For buyers, the value proposition extends beyond resale. Used EVs can offer savings of tens of thousands of dollars compared with new vehicles, as well as lower fuel and operating costs than comparable internal combustion engine vehicles. Many also retain several years of battery warranty coverage, with most manufacturer battery warranties extending to eight years or 160,000 kilometres.

Battery condition is also helping to reduce uncertainty in the second-hand market.

Pickles has now tested more than 2,500 battery electric vehicles. Average Battery State of Health is 96%, with vehicles more than five years old averaging 93%, and those that have travelled more than 120,000 kilometres averaging 89%.

Together, stronger volumes, greater dealer and regional participation, transparent battery information, and encouraging residual-value forecasts for selected models are helping establish a more confident and competitive market for used EVs.

7.3 Commercial vehicles



Australia's shift to EVs is a tale of two transitions. In contrast to the passenger market, sales of electric commercial vehicles (e.g. vans and trucks) remain subdued. While 2026 is still likely to be a record year, market share remains stubbornly depressed at around 1% of total van and truck sales. The most recent registration data suggests that of the approx. 5 million commercial vehicles on the roads, just 0.11% of trucks are electric, barely 1,000 vehicles.[3]

Commercial vehicles are used in a range of diverse applications each of which is suited to electrification to a greater or lesser extent. As a rule of thumb, many short-haul urban delivery applications are already well-suited to today's range of EVs whereas heavy long-haul freight faces a slower pathway to electrification:

	Last Mile Delivery	Point-to-Point	Long-Haul
DUTY CYCLE			
TASK	Final deliveries to end customers	Freight between distribution centres, transfer hubs & intermediate locations	Interstate freight and linehaul services
LOAD	Fast moving consumer goods; postal services; B2B deliveries	Fresh food/cold chain; bulky goods; containerised freight; industrial products	Commodities; raw materials; containerised freight; agricultural products
ROUTE	Typically short-range urban routes with multiple stops, in high traffic areas	Mostly highway driving on medium-haul regional routes	Long-distance, cross-border highway driving across multiple driver shifts with limited downtime
VEHICLE SEGMENT	Vans, light rigid trucks, semi-trailers	Heavy rigid trucks, semi-trailers, B-/A-double configurations	Various multi-trailer combinations and road trains

Speed of Electrification

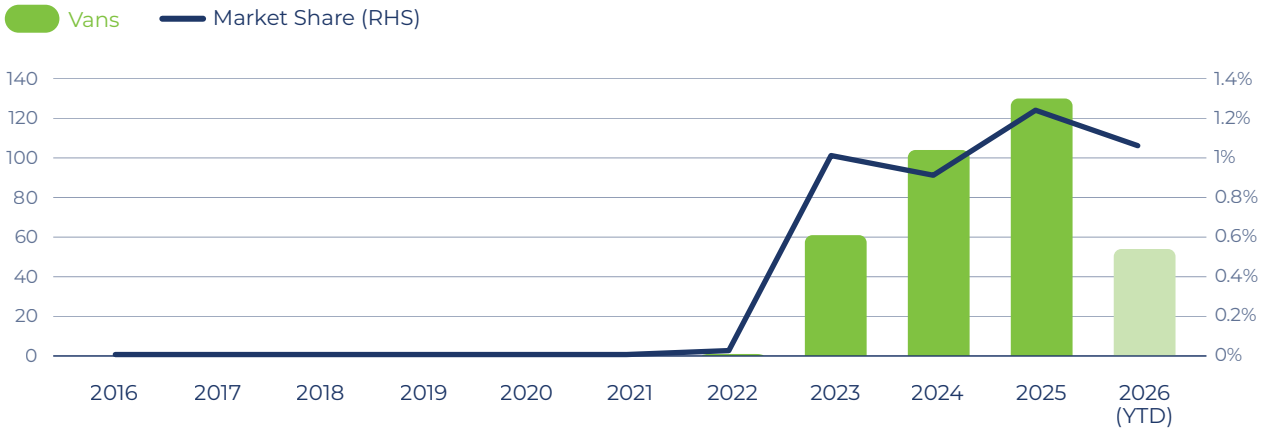
The low penetration rate in the light commercial and heavy vehicle sectors should be a call-to-action for all governments, particularly in the midst of ongoing fuel insecurity. Years of tests, pilots and proofs of concept have proven the viability of EV technology for large swathes of Australia's freight task—we do not need more. Now the goal must be scale and spreading the benefits of electric vans and trucks more broadly among the small and medium operators who have the most to gain by going electric.

3 Bureau of Infrastructure and Transport Research Economics, *Road Vehicles Australia, September 2025.*

Electric vans

Despite Australian businesses' preference for utes, electric vans are an increasingly popular choice for commercial fleets and among the most popular EVs in the non-passenger market. Sales reached a monthly peak in April 2026 with market share running at over 1% so far in 2026, for the second year in a row.

Sales of Electric Vans

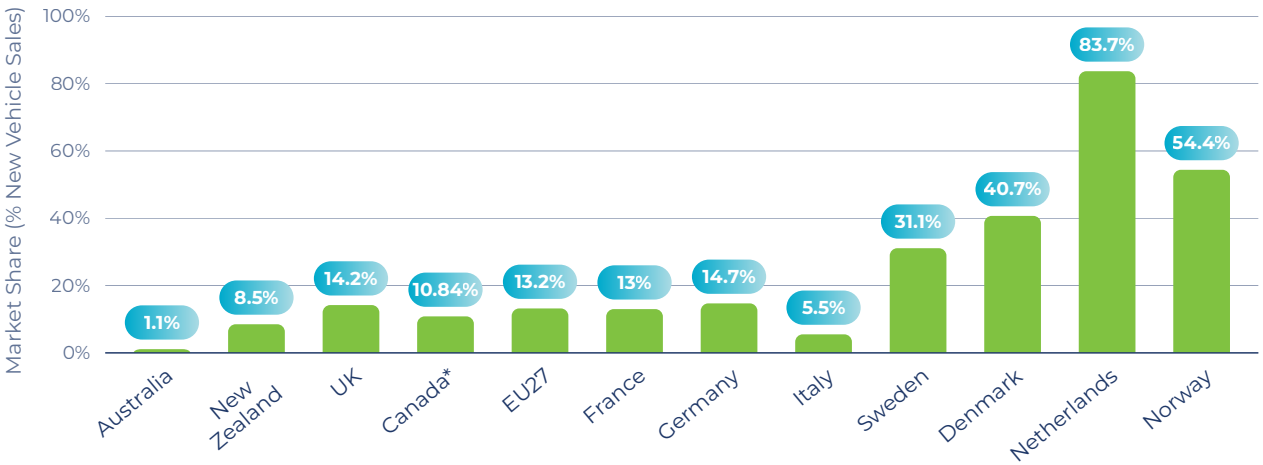


Source: Truck Industry Council, 2026

Figure 14: Historic trends in annual sales of electric vans and EV market share in this segment

This steady growth trails international peers, however. European markets and the UK are among some of the fastest adopters of electric vans, boosted substantially by the introduction of 'clean air' or 'low emission zones' in key urban areas that suit last-mile van deliveries. Despite this clear policy precedent, no Australian city has adopted a clean air zone to date.

Electric Van Uptake — Selected Markets (Jan–Jun 2026)



Sources: Truck Industry Council, Ministry of Transport (New Zealand), NewAutomotive, Statistics Canada, ACEA, Mobility Sweden, OFV Statistikk/Statens Vegvesen.

Figure 15: International comparison of EV market share of new vehicle sales in the van vehicle segment for H1 of 2026.

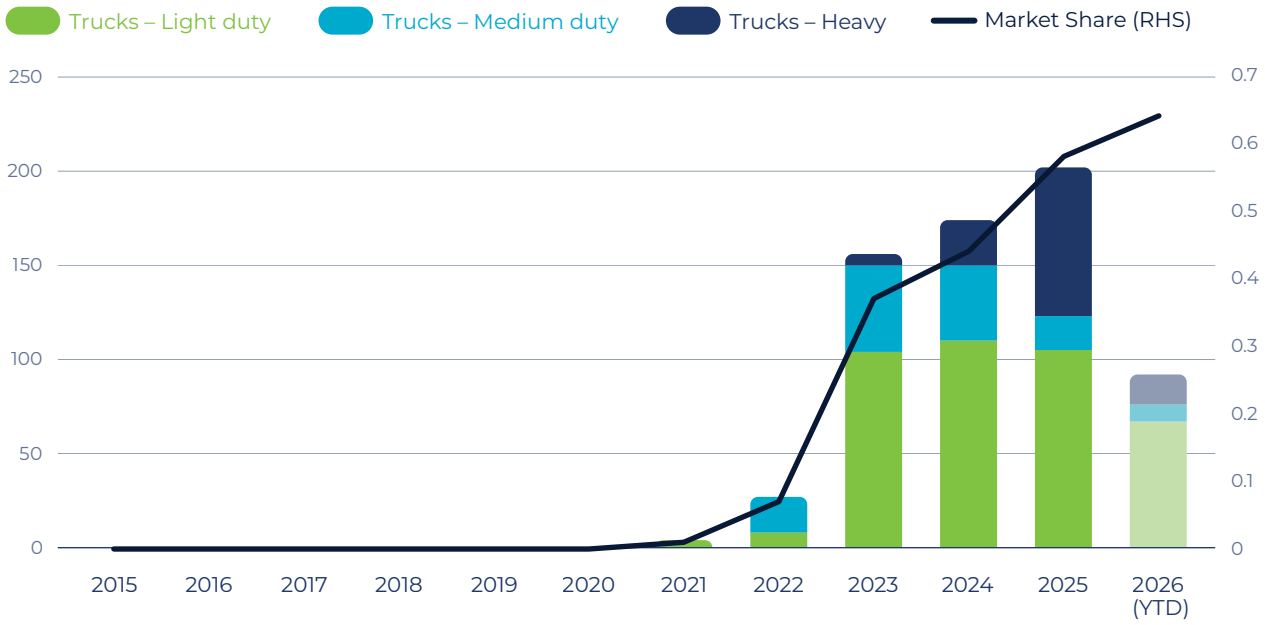
Of all commercial EVs, electric vans are approaching price parity with their diesel counterparts fastest. This is partly because of lower fuel bills and fewer servicing costs but also due to increased competition in the Australian market lowering 'sticker prices'. 2026 has already seen two new fully electric vans retailing below the $50,000 mark for the first time ever. In total, there are now 16 electric vans (plus variants) available in Australia—see further details at Appendix D.

Electric trucks

Electrifying Australia's heavy freight vehicles is the biggest unseized opportunity in Australia's energy transition.

Trucks remain the most undeveloped EV market segment in Australia. Of the roughly 35,000 trucks sold in Australia in 2025, barely 200 were electric. Volume is dominated by the light truck market, accounting for over half of e-truck sales in 2025 and some 73% of electric sales this year.

Sales of Electric Trucks

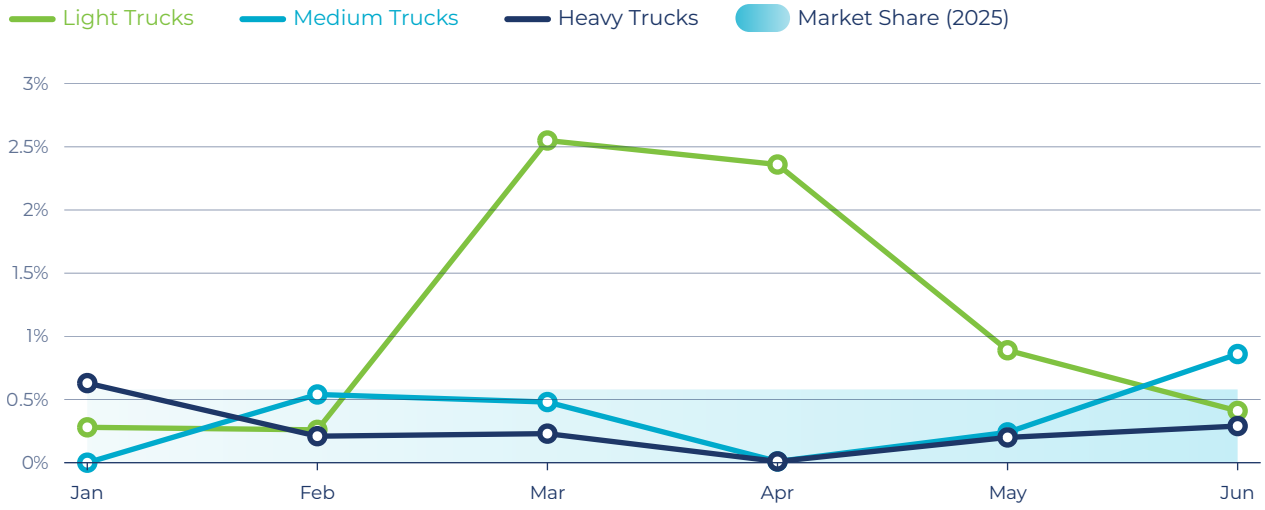


Source: Truck Industry Council

Figure 16: Historic trends in annual sales of electric trucks and the EV market share in this segment

Despite a spike in sales around March (coinciding with the initial Iran War price shock), unit sales are broadly trailing 2025's figures, weighed down by fewer sales of heavy-duty electric trucks. As a percentage of total truck sales, however, market share for EVs is already greater than in all of 2025 and will likely reach a new record by year's end.

Electric Market Share – 2026

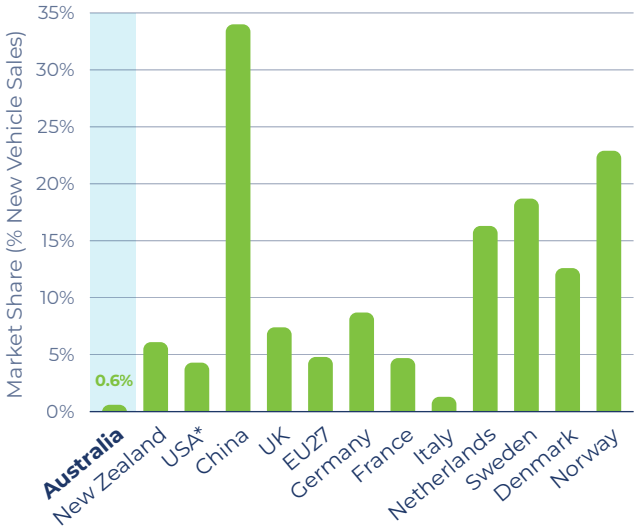


Source: Truck Industry Council

Figure 17: Historic trends in monthly EV market share for trucks in H1 of 2026

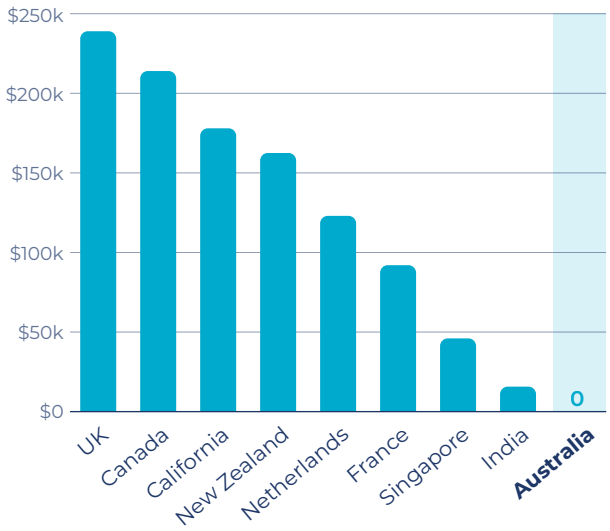
Nevertheless, Australia is a global laggard in adopting electric trucks. With almost zero policy support and no dedicated charging infrastructure to speak of, electric trucks are yet to hit even 1% of total truck sales. This contrasts with European markets and New Zealand where strong freight electrification policies are moving heavy EVs beyond the 'early adopter' cohort to everyday trucking fleets. China, the undisputed leader on truck electrification, saw monthly sales breach 50% in December 2025 and already appears advanced in meeting its new 2030 target for 40% heavy electric truck sales.

Electric Truck Uptake — Selected Markets (Jan–Jun 2026)



Australian truckies receive zero support to go electric

Incentive per electric truck (approx. AUD).



Sources: Truck Industry Council, Ministry of Transport (New Zealand), International Council for Clean Transportation, Sina Finance, NewAutomotive, ACEA, OFV Statistikk/Statens Vegvesen,Mobility Sweden.

Figure 18: a) International comparison of EV market share for truck segment for H1 of 2026, b) International comparison of financial incentives on electric truck purchase.

There are now 30 distinct models of electric trucks (over 4.5t) currently on offer in the Australian market, although variations in weight, wheelbase and body type increase the range of available options. Available body types range from cab-chassis and small 'box' trucks (7 models) to heavier rigids (8 models), prime movers (8 models) and special application vehicles (e.g. construction vehicles, cement mixers). A list of truck models available in Australia can be found at Appendix D.

VOLVO

"This is what a future made in Australia looks like"

OVERVIEW

In 2026, Volvo Group Australia reached a national manufacturing milestone: the first Australian-made OEM electric trucks rolled off the production line at its Wacol, Queensland facility—the same site where Volvo has built trucks for Australian conditions for over 50 years. The launch was marked by an event with Prime Minister Anthony Albanese, Volvo Trucks President Roger Alm, Volvo Group Australia CEO Martin Merrick, and industry leaders including Linfox's Mark Mazurek and the Electric Vehicle Council's Julie Delvecchio.

THE APPROACH

Volvo brought international experts into the Wacol plant to train and upskill the local workforce, building the capability to construct world-class electric trucks domestically. This investment in people, alongside the existing manufacturing infrastructure, laid the foundation for scaling production as demand grows. The result is being positioned as proof of concept for a broader shift in Australian heavy-vehicle manufacturing.

The milestone builds on Volvo's April 2026 launch of its next-generation heavy-duty electric range—the FH, FM and FMX Electric trucks—designed for applications spanning construction, regional distribution, urban logistics, utilities and refuse collection. Key specifications include:



- **Range:** up to 470 km per charge
- **Charging:** 350kW CCS fast charging, 20–80% in 60 minutes
- **Power:** dual-motor drivetrain with a new 8-speed powershift gearbox, up to 540 kW (731 hp)
- **Capacity:** up to 65 tonnes Gross Combination Weight, with flexible battery configuration to balance range and payload
- **Versatility:** an integrated gearbox power take-off (PTO) lets drivers run auxiliary equipment—such as concrete mixers, hook lifts or refuse units—without extra motors, and truck—and body-mounted equipment can operate simultaneously

According to Volvo Trucks Australia Vice President Tom Chapman, the upgraded range extends electric viability to a wider set of transport applications, making it easier for operators to transition away from diesel.

THE OUTCOME

Local production in Wacol demonstrates that Australian manufacturing can meet global standards for electric heavy vehicles, while shortening supply chains and building sovereign capability. Volvo frames it as both a commercial and symbolic step—evidence, in Roger Alm's words, of the company's long-term commitment to the Australian market and confidence in its people. Prime Minister Albanese linked the achievement to a broader "Future Made in Australia" agenda, citing local jobs and clean-energy manufacturing



Prime Minister Anthony Albanese addresses media in front of the newly produced Australian-made Volvo electric trucks at the Wacol, Queensland facility.

Volvo has been explicit that scaling this transition further will depend on coordinated action beyond the factory floor: supportive government policy, harmonised road-weight rules across states, procurement commitments, and investment in charging and grid infrastructure.

Electric buses

Driven by government electrification targets in the public transport fleet, sales of electric buses continue to climb and on some metrics are already outpacing the electrification of passenger vehicles. Almost one third of bus sales in the first half of 2026 have been electric models, 62% higher market share than in the 2025 calendar year.

Electric Bus Sales

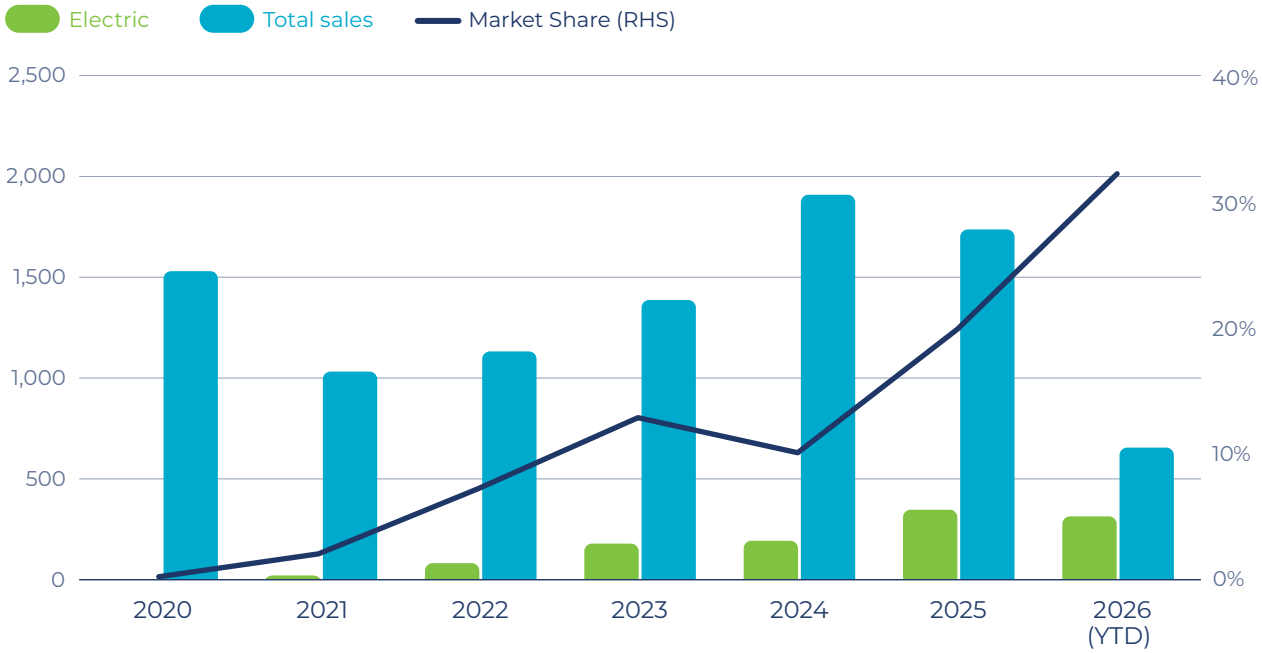
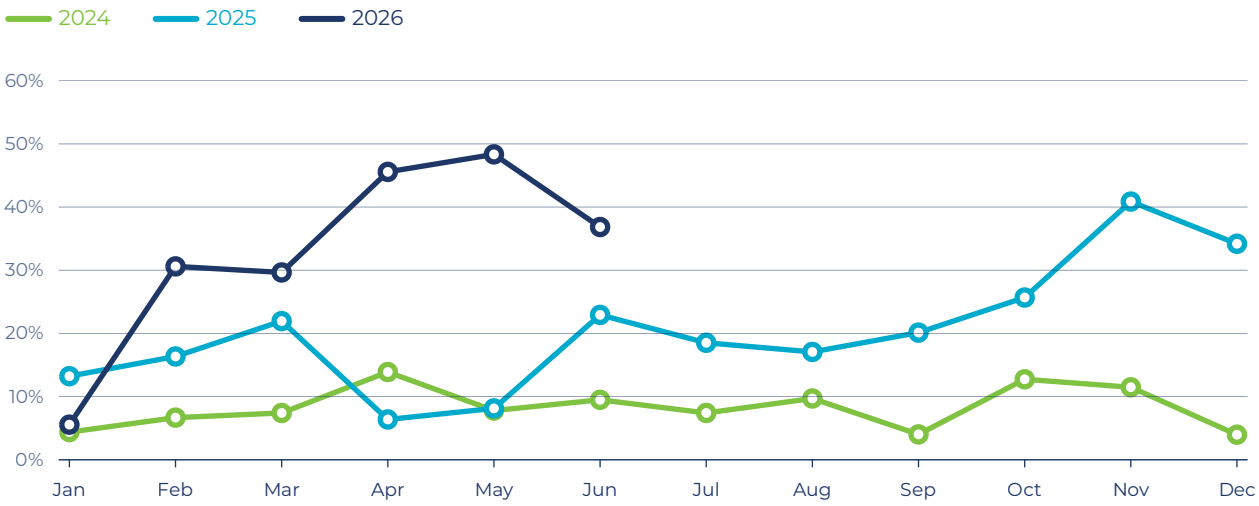


Figure 19: Historic trends in annual sales of electric buses, total buses and EV market share for this vehicle segment

Electric Bus Market Share



Sources: Australasian Bus & Coach, Bus Industry Confederation.

Figure 20: Historic trends in monthly EV market share for years 2024 to June 2026 for bus segment.

Private coach and bus operators are also turning to electric options for their fleet renewal as an increased range of fully electric bus models expand operational use cases; there are now 19 models of electric buses for sale in Australia.

Tropic Wings, a Cairns tourism operator, deployed 12 electric buses in North Queensland under an ARENA-funded project, with the EVC synthesising the lessons into an industry blueprint for other private bus operators. Analysis of 10 buses over 12 months found real-world energy consumption averaging just 58 kWh/100km for 28-seat buses and 92 kWh/100km for 53/57-seat coaches, well below assumed benchmarks.



The study found that optimised charging, zero-interest financing, and modest fare premiums could result in like-for-like costs relative to diesel buses.

Charging infrastructure and grid connection delays were the project's biggest challenge, while switching to 120kW fast chargers in October 2024 halved average charging times.

Passenger and driver surveys were overwhelmingly positive, citing quietness and smoothness, with many passengers willing to pay more for electric buses.

You can access all the report's findings and recommendations here:

https://arena.gov.au/knowledge-bank/tropic-wings-sustainable-transport-in-tourism-industry-blueprint-for-the-deployment-of-electric-buses-by-private-operators/

AUSTRALASIAN BUS & COACH ABC

For more on the electric buses currently available in Australia, please visit our friends at Australasian Bus & Coach:

https://www.busnews.com.au/category/bus-industry-news/electric-buses-bus-industry-news/



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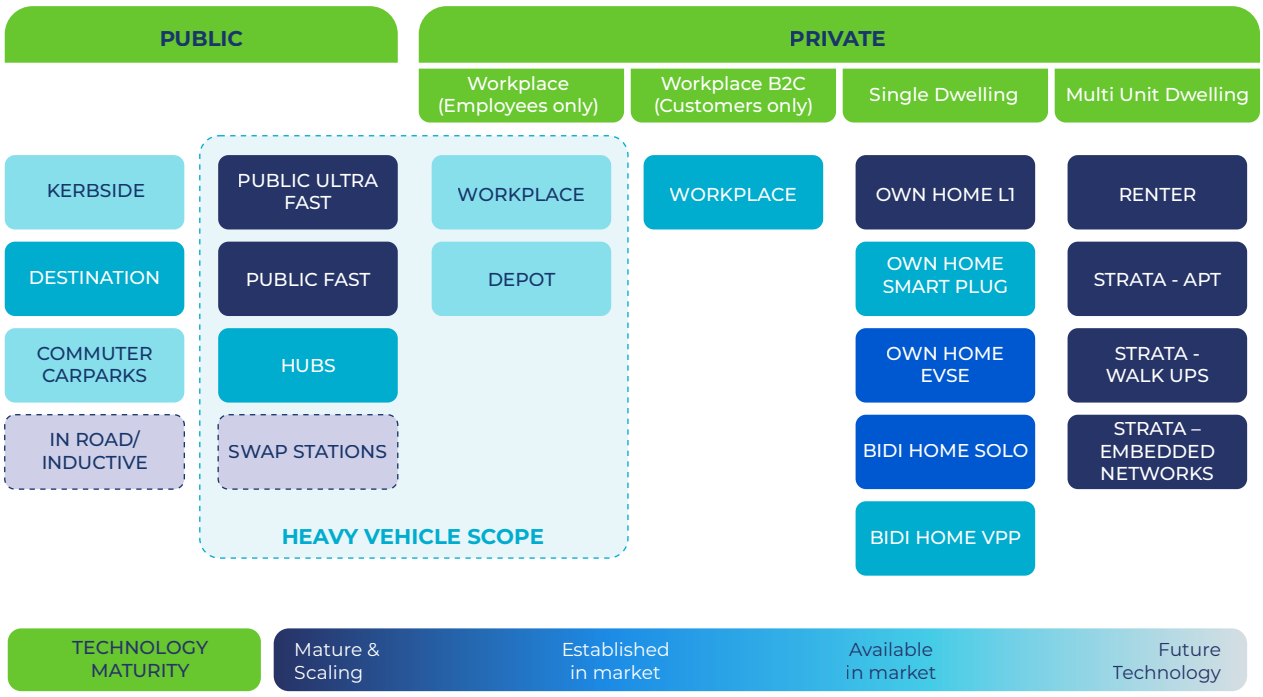
7.4 Charging Infrastructure



Charging is no longer one thing. It happens at homes and apartments, workplaces and destinations, kerbsides and commuter car parks. It also includes public fast-charging hubs, fleet depots, shared commercial sites and emerging megawatt charging for heavy vehicles

The charging landscape

Australia's charging landscape is diverse, but complex and fragmented:



Source: Electric Vehicle Council, 2026

Figure 21. Australia's charging landscape: public and private applications at different stages of maturity and accessibility.

Australia still needs substantial public charging investment, but the task is not as simple as just installing more fast chargers. Most charging happens where vehicles already park—at homes, apartment buildings, workplaces, destinations, kerbsides and depots. Better data on demand, use, reliability and coverage is needed to put the right infrastructure in the right place.

That shift is also bringing transport and energy planning together. The Australian Energy Market Operator (AEMO) now treats EVs and chargers as consumer energy resources alongside rooftop solar and household batteries. The next phase must therefore consider the vehicle, the charger, the site and the electricity system as one connected ecosystem.

From home sockets to megawatt charging: a snapshot of ev charging equipment available from participating manufacturers in Australia

Fortunately, Australia's charging market now spans the full suite of EV charging solutions. From intelligent power sockets and home equipment to kerbside chargers, ultra-fast highway systems or even megawatt-class products, the increased range is growing in line with EV demand.

For the first time the EVC is proud to showcase just some of these market-leading solutions from our members. Appendix E profiles 38 products from eight participating manufacturers, with power output ranging from 3.4 kW to 1,600 kW. Each supplier profile assumes the same variables—maximum power, ports, connector type, indicative range added in 30 minutes, installation type, features and best-fit applications—to help buyers compare options.

Featured manufacturers



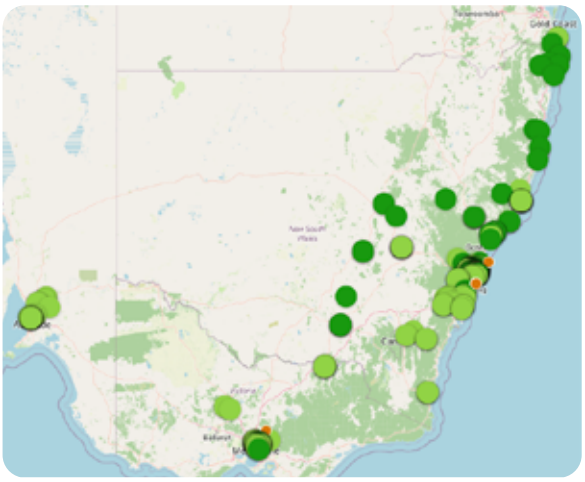
The full product listing, including images and detailed specifications, is in ***Appendix E — EVSE Charging Products***.

EVX

From Proof-of-Concept to National Rollout—How EVX added a Kerbside Charger every day

Over the nine months to 30 June, EVX installed 234 new kerbside charge points across Australia, the equivalent of almost one new charging socket every working day. EVX also launched with its first roaming partner, Chargefox. For a locally owned company with just seven full-time employees, the rollout demonstrates what can be achieved when practical infrastructure design, early stakeholder engagement and a tightly integrated delivery model come together.

A major focus during the period was regional and rural New South Wales, where EVX delivered **70 new charge points across a diverse group of communities.** These included Newcastle, Singleton, Orange, Forbes, Parkes, Dubbo, Temora, Wagga Wagga, Merriwa, Lake Macquarie, Gloucester, Tea Gardens and Tuncurry.



EVX Deployment Planning Map

These locations reflect the broad range of places in which kerbside charging is needed: Regional centres, tourism destinations, coastal towns and smaller inland communities. In many of these areas, public charging infrastructure remains relatively limited. People are also mostly reliant on early highway charger deployments, instead of access to locally distributed destination charging.

That progress has been enabled by early and sustained engagement with electricity distribution network service providers and local councils. By working through technical, planning and operational barriers before large-scale deployment, EVX has moved beyond isolated pilot projects and into coordinated regional programs.

At the same time, EVX continued its metropolitan rollout. More than **160 charge points were deployed across 11 Sydney local government areas and three Melbourne councils**, delivering regional and metropolitan programs simultaneously.

For EVX major cities provide the proving ground needed to define the deployment model, build contractor skills and processes and refine the deployment process. Regional deployment follows, using the experience gained with those DNSPs and state based regulatory frameworks.

EVX's approach is also unusual in the Australian charging sector. The company is vertically integrated across charger design,

MEMBER FEATURE

manufacturing, installation coordination, network management, billing and customer support. This allows lessons from deployed assets to be fed directly back into hardware design, software and operations. **It also reduces the disconnect that can arise when the manufacturer, asset owner and customer service provider are separate organisations with different incentives.**

The next phase is national expansion. With the model now proven in major centres and regional New South Wales, EVX is working with energy networks and councils in other states to break down deployment barriers ahead of larger programs. Victoria and South Australia are priority markets for rapid expansion in 2027, alongside further growth across Sydney, Melbourne and regional Australia. **EVX hopes to engage with other States, their DNSPs and local governments right across the country so we can play our role in closing the infrastructure gap.**

EVX provides a positive case study for the wider industry. Australia's charging transition will be delivered by innovative local businesses who can move quickly, manufacture locally and solve local deployment problems. EVX will also be implementing roaming access more comprehensively with others.



46 Marine Drive Tea Gardens

Public charging

As EV sales accelerated in early 2026, Australia's charging network kept growing too. This progress is real, but uneven: some parts of the public network expanded quickly while gaps remained across locations, customer groups and charging types.

The clearest signal from the past year is that the high-power network is deepening more than it is spreading. As at 30 June 2026, Australia had about 1,562 operational high-power locations—845 fast charging[4] and 717 ultra-fast charging[5]—with approximately 5,400 active connectors.

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



4,268

public charging locations



11,602

public charging connectors



+31%

high-power connector growth, year on year[6]



3.5

connectors per high-power location

Charging locations grew 18% year on year, while connectors grew 31%. The average high-power site now has 3.5 connectors, up from 3.2 two years ago as more investment goes into established, grid-connected sites so they can serve several vehicles at once.

Growth is concentrated at the top of the power range. Ultra-fast charging locations increased 34% and ultra-fast connectors are up 55%, compared with 7% growth in fast-charging locations. Ultra-fast sites now represent 46% of high-power locations and 58% of connectors.

Public AC charging added another 2,687 sites and 6,126 connectors. Across all power levels, the published headline total is approximately 4,268 sites and 11,602 connectors.[7]

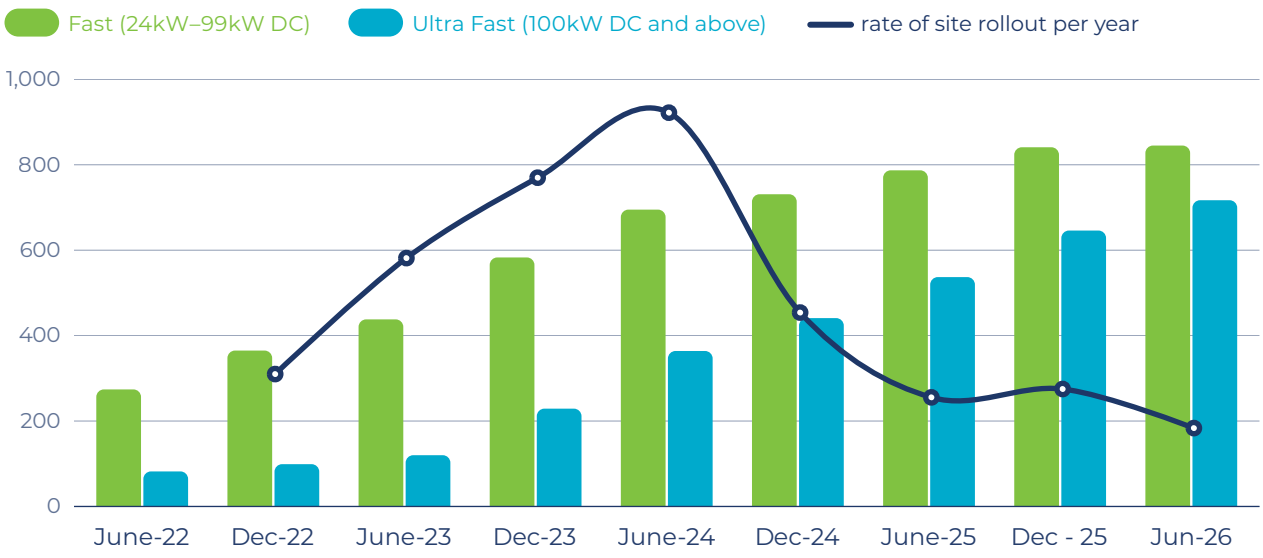
4 In this report, DC fast charging is defined as 24–99 kW

5 In this report, ultra-fast charging is defined as 100 kW and above.

6 Historical charging infrastructure figures may vary slightly between annual reports due to differences in data sources and availability. Minor differences between the 2025 and 2026 reports reflect the data available at the time of reporting and should be considered when comparing figures across years.

7 Department of Climate Change, Energy, the Environment and Water, public EV charging infrastructure data, 30 June 2026.

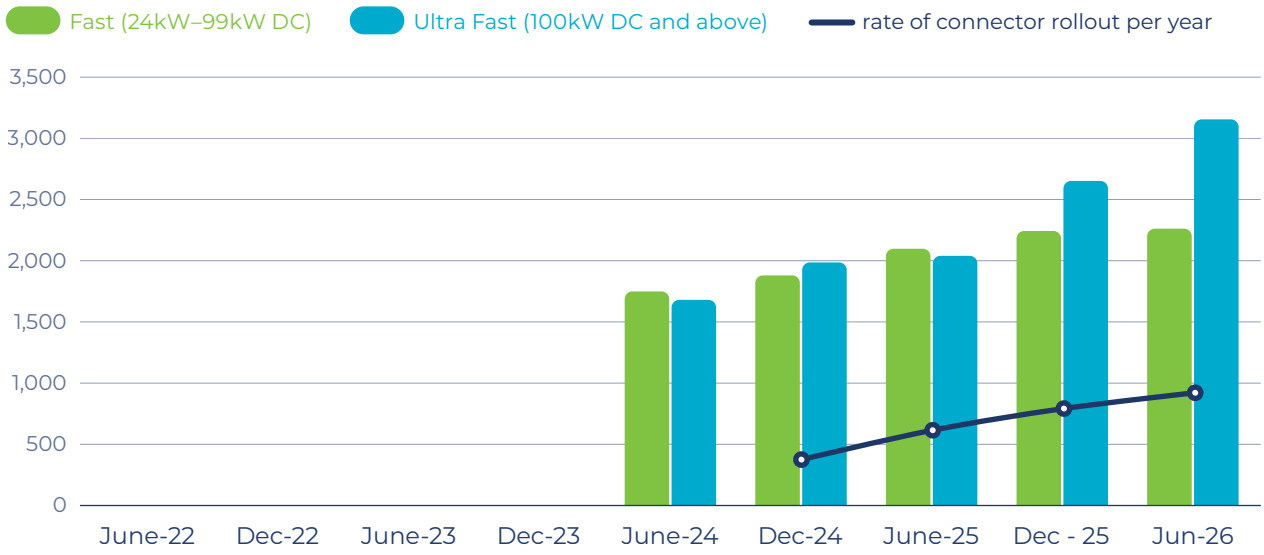
Fast and ultra-fast Charging Locations over time



Source DCCEEW

Figure 22: Historic trends in monthly counts of fast and ultra-fast charging locations and rate of total fast and ultra fast location roll-out

Fast and ultra-fast Connectors over time

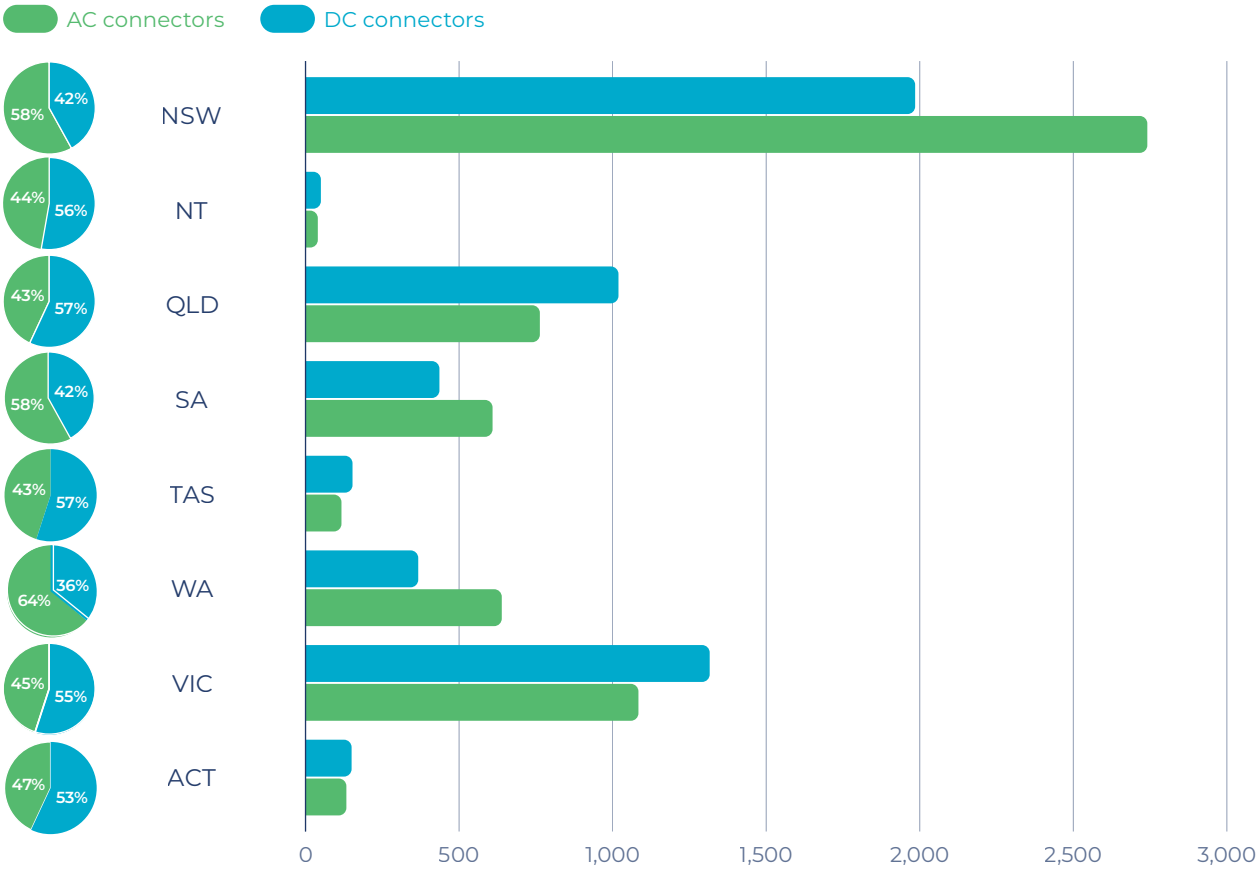


Source DCCEEW

Figure 23: Historic trends in monthly counts of fast and ultra-fast charging connectors and rate of total fast and ultra fast connector roll-out

However this national story masks differences in the makeup of AC and DC charging, reflecting diverse geography, travel patterns, existing investment and the role that each network needs to play.

AC and DC Public Charging Connectors



Source: DCCEEW

Figure 24. Comparison of Public AC and DC charging connector counts by State and Territories, as of 30 June 2026.

Who can provide charging infrastructure?

Who should be allowed to provide charging infrastructure—and under what rules—is now an active policy question. The Australian Energy Market Commission is considering at least three related proposals at the same time:

1. The first, from Energy Networks Australia, would allow distribution networks to provide kerbside charging through regulated services.
2. The second, from Nexa Advisory, would strengthen the rules separating regulated network activities from services delivered through the competitive market.
3. The third is a Commonwealth proposal associated with DCCEEW's $40 million Accelerating Electric Vehicle Charging Program. It seeks temporary rule changes to support the roll-out of up to approximately 14,000 charging plugs at kerbside locations and public charging blackspots.

These proposals address different issues, but together they raise important questions about who should deliver charging infrastructure, how it should be funded and where the boundaries between regulated networks and competitive providers should sit.

The EVC does not take a position on who should own charging assets or how these roles should be divided. However, the decisions will affect competition, investment and the pace of infrastructure delivery. They will also influence how costs are recovered and whether different businesses can compete on a level playing field.

The broader questions raised by the Energy Networks Australia and Nexa Advisory proposals will take time to resolve. A directions paper is expected by the end of 2026, followed by draft decisions in May 2027. Some regulatory uncertainty is therefore likely to remain for the time being.

ESSENTIAL ENERGY

Essential Energy's Plug and Play Project

Taking the friction out of regional kerbside EV charging

For many regional communities, the shift to Electric Vehicles (EVs) is no longer a distant concept. EV sales are growing, driver confidence is increasing and more people are using EVs for both work and recreation to travel beyond metropolitan areas. For regional communities, the availability and visibility of public charging remains an important part of supporting EV adoption and giving drivers confidence to move around their region and beyond.

Supported by funding from the Australian Renewable Energy Agency (ARENA) through the Driving the Nation program, Plug and Play aims to accelerate kerbside charging across regional, rural and remote NSW. The project uses Essential Energy's existing assets and the local knowledge within councils to reduce the cost, time and complexity faced by Charge Point Operators (CPOs) when delivering public charging in locations where people already park, shop, work and visit.

The program includes two delivery streams:

Stream 1 will prepare 1,000 existing timber power poles to be connection-ready for public EV charging. Once enabled, independent CPOs will have location certainty to install, operate and maintain their own charging infrastructure, with the charging technology deployed at each site determined by the operator.

Stream 2 proposes the deployment of 300 composite streetlight columns (see below) with integrated 7kW chargers. Essential Energy will own and maintain this infrastructure, while the charger operation will be leased to independent CPOs. At the time of writing, Essential Energy is progressing a ring-fencing waiver application to enable compliant deployment of integrated charging assets while maintaining competition in the EV charging market. The Stream 2 deployment approach will be informed by, and remain subject to, the outcome of this waiver process.

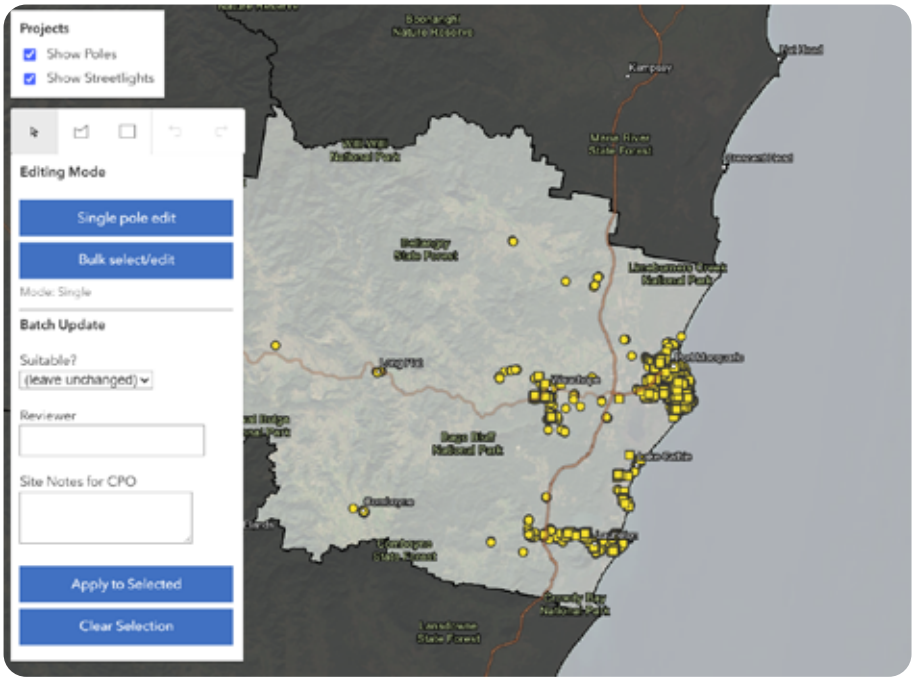


Essential Energy's network spans across much of NSW and parts of southern Queensland. Recognising that local knowledge is critical, councils are playing a central role in identifying and assessing potential charging locations.

To support this process, Essential Energy has developed an interactive mapping tool (see below) that provides councils with pre-screened candidate locations. Councils can review sites using local knowledge and consider factors such as parking demand, accessibility, planning considerations and community needs before identifying endorsed locations within their communities.

The project has also been shaped through ongoing engagement with both CPO and Council/Joint Organisation reference groups. Feedback from industry has helped identify the characteristics that support viable charging sites, while local government feedback has informed the assessment process and development of supporting resources.

Ultimately, the project is focused on making it easier for councils, industry and communities to work together to identify and enable suitable charging locations across regional NSW.



Do we have enough charging?

There is no simple answer to this question.

Ratios can oversimplify the end-user experience and therefore are not tools the EVC tends to embrace when evaluating charging infrastructure roll out progress. Globally, the IEA reports around 11 electric light-duty vehicles per public charging point and 4.5 kW of public charging capacity per electric light-duty vehicle in 2025. These are useful benchmarks, but do not reveal whether a particular Australian route, town or customer group is well served.

A network can appear adequate on paper while still failing drivers because important routes have gaps, sites lack redundancy, equipment is unavailable, queues emerge at peak times, apartment residents have few alternatives, towing vehicles cannot use the layout or the electricity connection cannot support expansion.

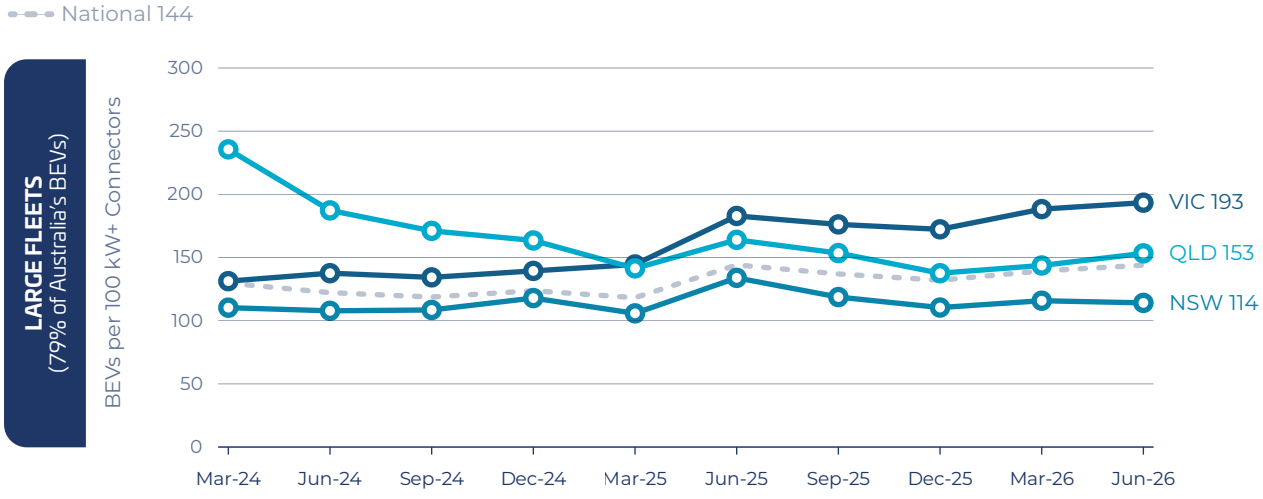
Utilisation can also be a poor proxy; some locations provide essential geographic coverage before demand becomes commercially attractive. Equally, high utilisation can indicate both commercial success and the need to expand before queues undermine confidence.

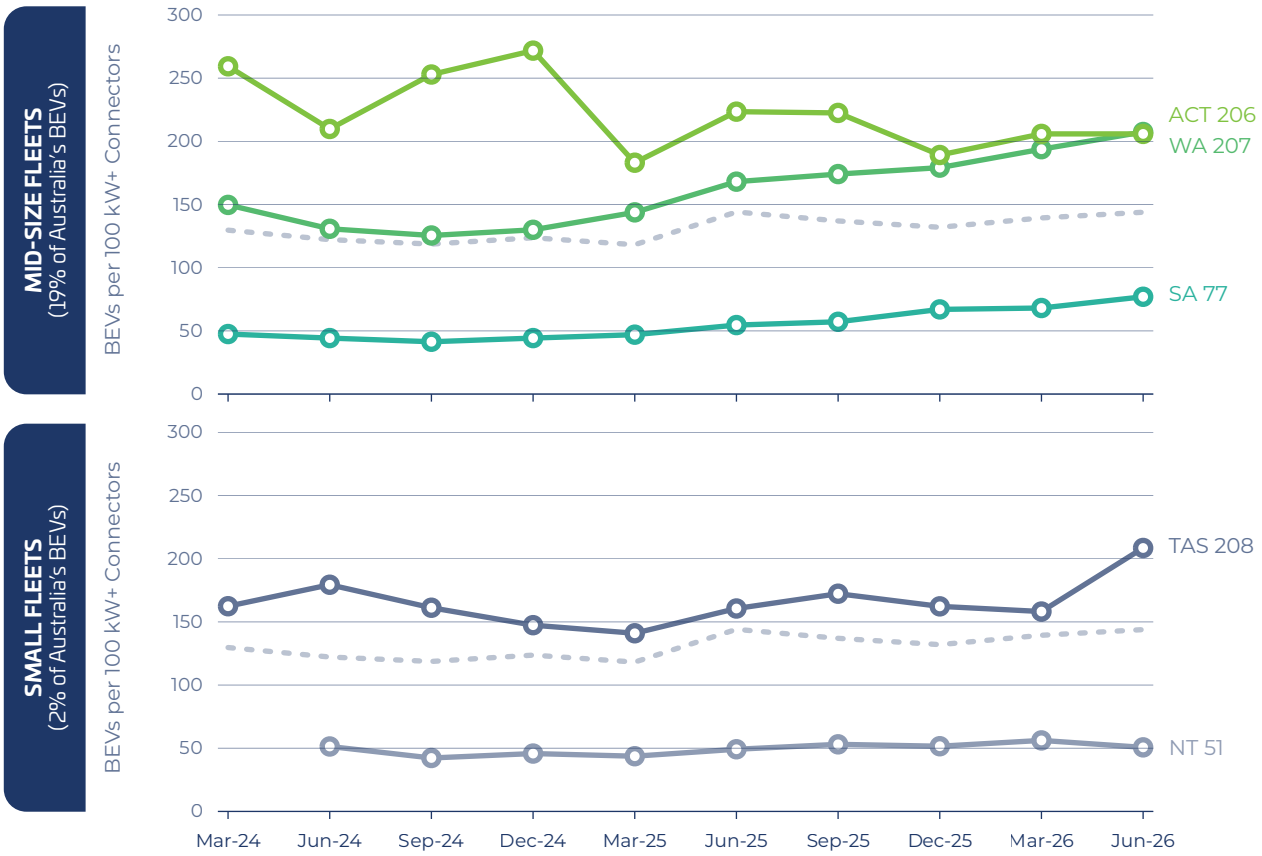
Equally, simply counting connectors tells us how much has been built; it does not tell us whether that build is keeping pace with the vehicles now on the road.

A useful complement is the number of battery electric vehicles in a jurisdiction for every ultra-fast (100kW+) connector in service, a simple ratio, but one that changes only when deployment and uptake move at different speeds. The ratio has clear limits: it does not distinguish a 100kW connector from a 400kW one, says nothing about utilisation, and takes no account of geography (e.g. in large states such as Queensland and Western Australia, the distance between chargers matters more than the number of vehicles sharing each connector). Nevertheless, it is one helpful indicator among several to gauge how the EV infrastructure rollout is tracking.

Nationally, the high-power DC network has kept pace. As of June 2026, 3,155 ultra-fast connectors were serving approximately 454,000 battery electric vehicles. Over the preceding twelve months connectors grew 55% and the battery electric fleet 54%, holding the national ratio steady at 144 BEVs per ultra-fast connector. That national figure, however, is an average of very different experiences: the ratio ranges from 51 in the Northern Territory to 208 in Tasmania:

Battery electric Vehicles per ultra-fast DC Connector





Source: AAA EV Index, DCCEEW

Figure 25: Comparison of historic trends of quarterly measures of registered battery electric vehicle counts per ultra-fast DC connector counts by state and territories in fleet size segments

New South Wales pulled clearly ahead. Its ultra-fast connectors grew 83% against fleet growth of 56%, improving its ratio from 134 to 114, and the state now holds 39% of national ultra-fast connectors against 31% of the national fleet. Queensland and the Australian Capital Territory also improved, the ACT markedly so, from 224 to 206. Elsewhere the position deteriorated. South Australia and Tasmania added connectors at only around a quarter the rate their fleets grew, lifting their ratios from 55 to 77 and from 161 to 208 respectively; Western Australia added them at roughly half the rate of fleet growth, moving from 168 to 207. Victoria and the Northern Territory slipped only slightly. South Australia retains the strongest position of any state at 77, but it deteriorated steadily over the last 12 months, and Tasmania now carries the heaviest load of any jurisdiction.

A ratio of this kind, however, counts the vehicles registered in a jurisdiction, not the journeys they make—and demand does not stay where a vehicle is garaged. The case study that follows draws on live utilisation data from the EVC's Charge@Large platform to show what happens to regional charging when holiday travel carries city demand out of the capitals.



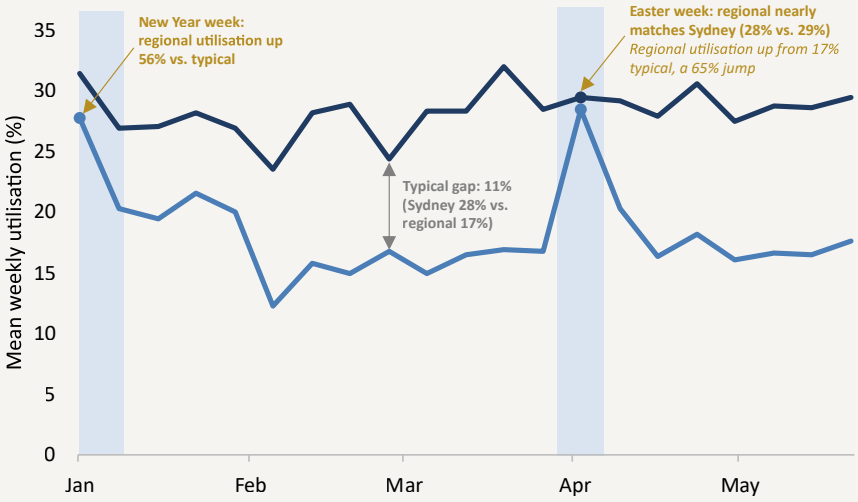
CHARGE @LARGE

Download the App to a mobile device here:

ELECTRIC VEHICLE COUNCIL

The great EV getaway: holiday demand pushes regional chargers to city levels

EV charging demand travels with drivers. Five months of live Charge@Large data across 4 CPO partners and 25 NSW LGAs (January–May 2026) show that when the city goes on holiday, charging demand follows. Registered BEVs rose 24% year-on-year in the first half of 2026, with June sales the highest recorded to date, expanding the pool of vehicles that need to be served in the future.



DATA PARTNERS

MODELLING BY

Source: Charger utilisation data from the EV Council Charge@Large platform, provided by AGL, Charge Hub, Charge N Go and Expl oren. Modelling by Endgame Analytics.

In a typical week, Greater Sydney's public chargers run about 11 points busier than regional NSW's. In holiday weeks, that changes. In the week of Easter Monday, regional chargers all but matched the city, the closest in five months, and the New Year week shows a similar pattern.

Metro charger utilisation held flat at around 30 per cent. Demand didn't grow in those holiday weeks. In contrast, utilisation in regional areas grew by 65 per cent. One in six regional chargers ran above 60 per cent occupancy in Easter week, the level at which drivers start to queue, and 2.5x the regional norm.

WHAT THIS MEANS FOR PLANNING

Size for visiting peaks for regional areas, not local averages. Local BEV registrations often understate regional charging need: holiday demand arrives from outside the LGA and peaks when visitors converge. Network and charging infrastructure planning should size for these visiting peaks.

Charging readiness is recognised and rewarded. The EV Council's EV Friendly Towns awards celebrate communities making EV travel easier. As more Australians turn to EVs, towns offering reliable charging and a welcoming visitor experience are bette r placed to attract road trippers who stop to eat, shop, stay and explore.

Method & caveats. Utilisation = share of observable time an EVSE reports Charging/Finishing/Reserved (OCPI or equivalent). Source: EVC Charge@L arge weekly EVSE utilisation, 4 CPOs, 25 NSW LGAs, Jan–May 2026, 8,744 charger-weeks across 500 active chargers (468 AC, 32 DC (24kW+)) after excluding unobserv able weeks, fault-pattern statuses and pre-service records. "Typical week" = average of all other weeks in the window; uplifts are within -network contrasts across weeks (w eekly charger samples differ as the reporting fleet grows over the window). Figures describe chargers observable on the platform, not the NSW network as a whole; analysis based on time-based occupancy rather than energy dispensed.

ENDGAME

Endgame Analytics is a boutique, technology-led consultancy specialising in providing expert mathematical and economic advice. Established in January 2021, we exist to empower our clients with the right information to direct the best outcomes. We bring together a unique combination of expertise in analytics, optimisation, strategy, and deep domain knowledge across industries, with a strong focus on energy and transport. This case study was prepared by Benedict Chin (benedict.chin@endgameanalytics.com.au) and Martin Chow (martin.chow@endgameanalytics.com.au).

Making public charging easy to use

Aside from the chargers themselves, drivers need accurate information about location, operating status, connector, power, price and availability. Sites need clear bays, working equipment and useful support. Lighting, weather protection, accessible design, toilets, food, towing access and personal security can matter as much as advertised charging speed. Australia's Minimum Operating Standards now cover payment, accessibility and interoperability for government-supported projects that commenced from 1 January 2024. This is a good starting point, but many agree more accountability will be needed in future. As the market scales, reliability and service quality need the same attention as installation numbers.

'Roaming' could also offer a more seamless charging experience for Australian drivers. Roaming lets a driver use one network through an account or service provided by another, reducing the need for multiple apps and enabling consolidated billing.[8]

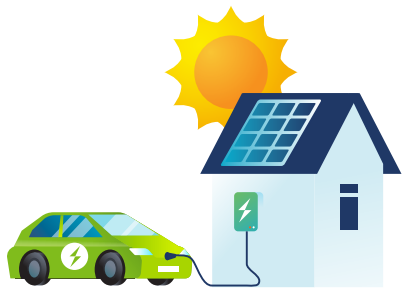
Apps are useful for regular users, but should not be the only practical option. Credit card readers are filling a noticeable gap in the market. Visitors, people with limited digital access and anyone with a flat phone or poor reception still need a workable way to pay. The desired outcome for motorists is simple: the price should be clear, access should be straightforward and drivers should be able to charge without first establishing an ongoing relationship with the operator.

8 Roaming is different from technical interoperability: a vehicle may connect physically but still require a separate account or payment process. For more, visit the Open Charge Alliance, 'Connecting the EV charging ecosystem' or CharIN, Interoperability Guide—PKI Use Cases.

Charging at home

Home charging has evolved from a relatively simple question: "Can a motorist access a power point?" to a growing market of connected products and services. For many drivers with modest daily travel, slower overnight charging can be more than enough to replenish their EV sufficiently with energy. Dedicated AC chargers add power, monitoring and control, while smart chargers and smart plugs can schedule charging for the cheapest time of the day, such as during lower price period or times when rooftop solar is abundant.

Home charging during the day aligns particularly well with renewable solar generation. Where a vehicle is parked at home, solar-aware or scheduled charging can use electricity directly from your own household solar or draw from the grid when large volumes of solar energy are available. This can lower charging costs while helping shift electricity demand away from the evening peak.



Since 1 July 2026, the Australian Government's Solar Sharer Offer has made daytime charging more compelling. Eligible smart-meter households in New South Wales, South Australia and South East Queensland can opt into three free midday hours, capped at 24 kWh. Homeowners and renters can participate, including households without rooftop solar. Consumers should still compare rates outside the free period.[9]

More advanced charger products integrate the vehicle with household solar, batteries, retail tariffs or virtual power plant platforms. The market now ranges from Level 1 charging and smart plugs through to dedicated AC equipment, solar-aware charging, retailer or aggregator control, building-level load management and bidirectional charging.

This choice is welcome. If one thing is clear, however, it is that not every household needs an expensive high-powered wall charger. The right solution depends on driving patterns, parking arrangements, available electrical capacity and the household's wider energy system. In many cases, slower charging is sufficient, cheaper and easier for the electricity network to accommodate too.

Home Charging Plans

As of 2026, a range of dedicated EV plans and offers are available from electricity retailers across Australia. As retail products and rates continue to evolve, consumers should confirm current pricing and eligibility for their address before switching. Some other considerations include:

- "EV plan" does not necessarily describe a single tariff design—current products include discounted overnight rates, daytime and overnight charging windows, free-use periods, bill-credit models, multi-period time-of-use tariffs and managed charging.
- The value of an EV plan cannot be determined from its headline charging rate alone. A discounted overnight or daytime rate may sit alongside higher peak rates, daily supply charges, controlled-load charges or a relatively low solar feed-in tariff.
- Pricing and eligibility can vary by postcode, meter configuration and distribution network. Consumers should compare the overall retail offer applicable to their premises.

9 Consumers should take care to still compare rates outside the free period. Learn more at www.dcceew.gov.au/energy/programs/default-market-offer.

The following table uses current retailer information wherever possible. Rates are illustrative advertised rates current at the time of writing; actual availability and pricing may vary by address, distribution network and eligibility.

Retailer	Plan	State availability	Pricing structure / charging window
OVO Energy	The EV Plan	NSW, VIC, QLD, SA	EV rate 4.5c/kWh, 12am–6am; other rates vary by state/network
Origin[10]	EV Power Up	Eligible Origin residential customers; address and compatible-vehicle eligibility apply	8c/kWh rate for scheduled EV charging managed through the Origin app; requires an eligible electricity plan, smart meter and compatible EV
Origin	Origin Night Shift	NSW, SA and Southeast QLD, subject to address eligibility	8c/kWh off-peak, 12am–6am; applies to household usage during the window; EV and remotely-read smart meter required
EnergyAustralia	EV Night Boost	NSW	7c/kWh, 12am–6am
GloBird Energy	EASYEV	NSW, VIC, Southeast QLD, SA	Advertised 6c/kWh low EV rate (applies to the first 20 kWh per day); charging periods around 11am–2pm and 12am–6am; timetable varies with plan documentation
Powershop	EV Night, EV day	NSW, VIC, SA and QLD, subject to eligibility/ address	EV Night: Super-off-peak 12am–6am; current generic page requires address quote for the actual rate. EV Day: 0c/kWh electricity usage, 12pm–2pm daily
ENGIE	EV Flex Charge	NSW, VIC, QLD, SA where offered	Rather than a separate fixed EV rate, ENGIE credits 10c/kWh for household electricity consumed from 12am–6am; also includes a $100 Chargefox public charging voucher
AGL	Night Saver EV	Selected AGL residential areas; postcode confirmation required	8c/kWh, 12am–6am
Momentum Energy	EV Does It	VIC currently identified; confirm address	Lower off-peak TOU charging rate; exact rate depends tariff/address
Synergy	EV Add On	WA	8.8520c/kWh 9am–3pm, 19.9172c/kWh 11pm–6am, 24.3431c/kWh in other off-peak periods and 55.3253c/kWh during 3pm–9pm peak
ActewAGL	evEnergy Saver	ACT	12c/kWh 12am–6am; 0c/kWh 12pm–2pm Sat and Sun
CovaU Energy	EVMax	NSW, VIC, QLD, SA	6c/kWh for first 30kWh/day, across 12am–6am and 11am–2pm; standard rates apply thereafter; smart meter required
Alinta Energy	HomeEV	NSW, VIC, QLD, SA	8c/kWh, 12am–6am; EV and remotely-read smart meter required; Reasonable Use Policy applies
Amber Electric	Amber for EVs	NSW, VIC, SA, ACT, and Southeast QLD	No fixed EV rate; automated charging targets low wholesale-price and excess-solar periods; available with Amber's wholesale electricity model ($25/month subscription); compatible EV/ charger required

The absence of a dedicated EV product does not necessarily mean the absence of economical home charging. In Tasmania, for example, Aurora Energy does not currently offer an EV-specific plan but points EV owners towards its Peak and Off-Peak tariff, while in the Northern Territory Jacana Energy's residential time-of-use tariff provides its lowest rate during the

10 Origin also offers the Origin 360 EV Energy Plan, providing five hours of free electricity from 10am–3pm daily for eligible Origin EV Subscription or other qualifying customers.

middle of the day. Conversely, jurisdictions with numerous EV-branded plans may require more careful comparison because the advertised EV charging rate is only one component of the household bill.

Additionally, network and whole-of-home pricing remain important. OVO's published pricing documents, for example, show that although the EV charging component can remain 4.5c/kWh, peak, off-peak, controlled-load and daily supply charges differ materially across network areas.

For EV owners, the most relevant comparison is the total expected household electricity bill not the headline EV charging rate alone. Charging-window alignment, vehicle availability, peak household consumption, supply charges, controlled loads, solar generation and feed-in tariffs, as well as smart-meter, vehicle and technology requirements, can all affect the value of an EV electricity offer—so it pays to read the fine print!

Charging at work

Workplace charging can fill an important gap between home and public networks. Vehicles are often parked for several hours, so modest AC charging can add useful range without relying on a high-powered public charger. It can also give renters, apartment residents and others without dependable home charging another practical option.

For employers, charging can support staff, company fleets and broader sustainability goals. Daytime charging can also align with strong solar generation and be managed across groups of vehicles, helping sites make better use of available electrical capacity rather than charging every vehicle at full power at once.

Delivery can still be difficult. Many workplaces are leased, creating split incentives between landlords and tenants. Parking access, billing, electrical upgrades, load management and rules for staff and visitors all need to be considered. Workplace charging is also poorly captured in national data. It should form a clear part of future infrastructure reviews, with practical guidance to help building owners and employers plan, install and operate it.



Renters, strata and homes without off-street parking

For many EV motorists, the home charging advantage is not always available.

Renters may be unable to obtain landlord approval or reluctant to invest in a property they do not own. Apartment residents face shared electrical infrastructure, owners-corporation approvals, parking allocation and individual billing. Households without driveways may have no safe way to connect a vehicle to their own electricity supply.

There is no single solution for multi-unit dwellings. Depending on the building, the answer may be an individual outlet, a dedicated charger connected to an apartment meter, shared charging, staged electrical upgrades or an embedded network with integrated billing. Load management can allow several vehicles to share the available building capacity and can defer expensive supply upgrades.

The growing acceptance of managed Level 1 charging is particularly useful. Because many vehicles remain parked overnight, not every resident needs high-powered equipment. ARENA is supporting a project to demonstrate managed, billable Level 1 charging as a service in strata buildings, reflecting the potential for lower-cost solutions to serve a large share of daily charging needs.

For people without off-street parking, kerbside, destination and neighbourhood charging are beginning to provide alternatives. Commercial models, parking rules and the respective roles of councils, networks and charging providers are still evolving. The AEMC's 2026 consideration of rule-change proposals for network-enabled kerbside infrastructure shows that these questions have now moved into the centre of energy regulation.

NOX ENERGY

Australia's largest EV-enabled residential building

About the development

Sierra Hawthorn is a large-scale residential and commercial development comprising 241 apartments, five commercial lots, and an extensive carpark. As EV adoption grew among residents and occupants, the owners corporation recognised the need for a comprehensive, building-wide charging solution rather than a piecemeal rollout.

The challenge

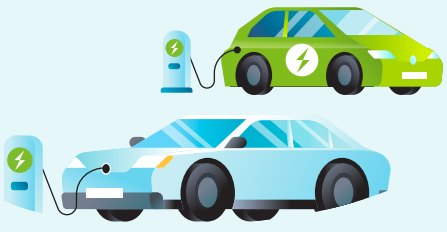
The carpark's scale demanded infrastructure capable of handling simultaneous charging across hundreds of bays without overloading the building's existing electrical supply. Complicating matters further, the carpark's open layout meant a high proportion of bays lacked adjoining walls or pillars—making conventional wall-mounted or pillar-mounted charger installations unworkable for a significant portion of the building.

The solution

NOX Energy delivered a solution that made Sierra the largest EV-enabled residential building in Australia and the second-largest globally to achieve 100% EV enablement. This was achieved through:

- Installation of 252 IPS (individual power supply) units alongside an MSI Eco Series 22kW charger
- A cloud-based load management system enabling up to 100 units to charge simultaneously without overloading existing infrastructure
- A custom ceiling-mounted bollard solution, developed specifically to extend charging coverage to open bays that lacked mounting surfaces
- Integration of IPS units with the building's alarm signalling equipment (ASE), deactivating all chargers within 90 seconds of an alarm event for safety

The project was completed in 11 months from start to finish.

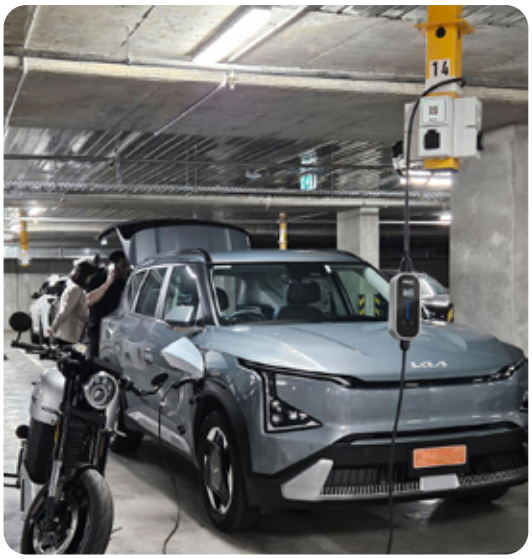


Results

Sierra now has EV charging available across its entire carpark, including bays that no conventional installation method could have reached. The bollard innovation developed for this project has since become part of NOX Energy's broader toolkit for open-plan carpark environments, turning a structural dead end into a repeatable, scalable solution. Residents across all bay types now have equal access to charging, positioning the building well to accommodate continued EV adoption in its community.



> *"Having, essentially, a personal refuelling station at your car park every night at a good price point as well, is actually fantastic."*
>
> — Jo-Han Wong, Sierra's OC President





Vehicle-to-grid: from promise towards practice

Vehicle-to-Grid (V2G) moved forward during 2026, although it is not yet a mainstream consumer product. Updated grid-connection standards, a growing number of Clean Energy Council (CEC)-listed bidirectional charging solutions, expanding residential trials and greater industry coordination have created a clearer pathway than existed only a year ago.

The potential system value is significant. AEMO's 2026 Integrated System Plan finds that coordinated consumer batteries and EVs could reduce projected power-system costs by up to $5.2 billion compared with its Step Change scenario. However, broader V2G deployment still depends on vehicle availability, charger compatibility, network connection processes, interoperability, warranty settings and commercially compelling retail offers aligning.

Vehicle to X (anything)

EVs are increasingly not just a way of getting around but are giant 'batteries on wheels'. An EV battery holds roughly 5.5 times more energy than a typical home battery and many models are now evolving into mobile power sources through three main technologies:

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.

With V2G, your car can send power back to the electricity grid when demand is high, earning rewards while also helping to lower electricity costs across the community. One participant in an expanded V2G trial reportedly saved $500 in a single afternoon using V2G. But the benefits extend beyond EV-owners: a critical mass of EVs soaking up solar energy during the day, then feeding it back in at night lowers electricity costs system-wide. This can help lower power prices for everyone while also reducing national reliance on imported fuel.



Standards and Approval Pathways:

Progress on Australian standards has helped establish a clearer pathway for connecting bidirectional charging equipment to the grid. Revisions to the AS/NZS 4777 series introduced requirements supporting bidirectional EV charging, while the CEC began accepting inverter-listing applications demonstrating compliance with the amended requirements.

The approval pathways differ between charging architectures. In Mode 4 DC bidirectional charging, the power conversion equipment is located within the EV supply equipment and falls within the AS/NZS 4777.2 and CEC Approved Inverter framework where connected to the grid. Several bidirectional DC products have consequently progressed onto the Australian market. In Mode 3 AC bidirectional charging, the inverter is located within the vehicle, and the CEC continues to consider how these systems should be treated within its approved-product and assessment processes.

CEC listing is nevertheless only one part of deployment. A bidirectional charger must also meet applicable installation and network connection requirements and operate with a compatible, manufacturer-supported vehicle. The pathway is therefore considerably clearer than it was previously, although requirements are not yet uniform across all V2G architectures.

Standards in Focus: ISO 15118-2 versus ISO 15118-20

ISO 15118 governs the communication interface between an EV and its charger.

- **ISO 15118-2 (2014)** supports smart charging (unidirectional) and Plug & Charge authentication, and has been used by some earlier Australian V2G trials in bidirectional charging. It does not natively define bidirectional power transfer.
- **ISO 15118-20 (2022)** explicitly incorporates Bidirectional Power Transfer (BPT) messaging. Industry is converging on ISO 15118-20 as the long-term pathway for interoperable V2G deployment.

Bidirectional products are entering the Australian market:

The bidirectional charging hardware landscape has developed rapidly over 2025–26. StarCharge now has both its 7.4 kW single-phase and 11 kW three-phase Halo bidirectional DC chargers CEC-listed, providing residential and light-commercial options. V2Grid Australia's Numbat offering uses InfyPower bidirectional V2G hardware, with the underlying EXP07K1E platform represented on the Australian approved-inverter pathway. Sigenergy's SigenStor architecture also integrates its Sigen EV DC Charging Module, offered in 12.5 kW and 25 kW configurations, with its CEC-approved energy-storage and inverter ecosystem. The emergence of multiple compliant products is an important market milestone.

⚠ The Warranty Question

Battery warranty uncertainty remains a significant brake on V2G adoption. Many automotive OEMs have yet to publish clear Australian positions on supported V2G use, while industry continues to build evidence on battery cycling and long term impacts. BYD's decision to provide warranty coverage for vehicles participating in the expanded Amber trial is therefore a noteworthy development.

Case Studies

Hyundai IONIQ 9 and StarCharge Halo: ISO 15118-20 V2G Testing in Australia



In mid-2026, Hyundai completed V2G discharge using the ISO 15118-20 communications protocol, using a Hyundai IONIQ 9 and a StarCharge Halo 7.4kW bidirectional DC charger—the latter having received CEC approval in March 2026. The test demonstrates that mainstream CCS2-equipped vehicles can now participate in V2G programs using next-generation standards, moving beyond the CHAdeMO-based approaches of earlier Australian trials.

Amber Electric and BYD: Australia's Largest Residential V2G Trial



Amber Electric secured an additional $13.6 million in ARENA funding in May 2026 to expand its V2G program from approximately 50 participants to 1,000 homes making it Australia's largest residential V2G rollout to date. The trial uses BYD vehicles and bidirectional charging hardware to test V2G operation under real world electricity market conditions. BYD has also committed warranty coverage for participating vehicles, helping address one of the important uncertainties surrounding broader V2G adoption.

The Vehicle-Grid Network (VGN)

vehicle-grid network

The Vehicle-Grid Network is Australia's first national, pre-competitive industry collaboration network for vehicle-to-grid integration, bringing together government, automotive, charging, electricity and consumer stakeholders. Its three working groups work across standards and interoperability, regulation and market strategy, and consumer journey and deployment. The EVC is represented on the Steering Committee, a body that provides valuable industry guidance and endorsement of the VGN working group outputs.

Upcoming: Australia's First OCPP PlugFest



Australia's inaugural Open Charge Alliance OCPP PlugFest and Conference will be held in Canberra from 21–23 October 2026—the first structured interoperability testing event of its kind in Australia. The event will bring charger manufacturers, software developers, retailers and network operators together for interoperability testing across OCPP implementations, including discussion of grid integration, CSIP-AUS protocol, cyber-security, and V2G. It provides a useful local forum for identifying compatibility issues before technologies are deployed at scale.[11]

Heavy vehicle charging

Heavy-vehicle charging differs materially from passenger charging. Depot charging can work for vehicles that return to base, but public and shared facilities will still be needed for smaller fleets, top-ups and long-distance operations. The International Energy Agency expects depot charging to remain dominant while en-route charging becomes increasingly important as electric trucks move into longer-distance applications.

Australia will need a mix of private depots, shared hubs, dedicated truck-charging sites, high-capacity facilities at ports and intermodal terminals, and long-haul charging on key freight routes. Some locations may serve both heavy and light vehicles where layout, access and operating models allow.

Planning cannot wait until electric-truck sales are high. AEMO forecasts road-transport electricity consumption reaching 61 TWh by 2050, with around half—31 TWh—coming from corporate fleets and commercial vehicles. Land, grid connections and network investment must be secured well before this demand arrives.

Early ARENA-supported projects—including an off-site electric-truck depot in Mascot and a shared truck-charging hub planned for Laverton North—are building practical knowledge. However, Australia still lacks a national view of where freight-charging infrastructure will be required, at what scale and by when.

11 Open Charge Alliance, 'OCPP PlugFest & Conference Australia', 21–23 October 2026, Canberra Institute of Technology. https://openchargealliance.org/events/ocpp-plugfest-conference-australia/

MCS standards milestone: enabling the next phase of electric freight

The publication of IEC 61851-23-3:2026 marks a major milestone for the Megawatt Charging System (MCS), establishing requirements for DC charging equipment used in megawatt-scale charging. Together with related connector, communications and vehicle standards, it provides a stronger international foundation for safe, interoperable high-power charging.

This is increasingly relevant as Australia's heavy-vehicle market begins moving beyond depot-based demonstrations towards shared-use charging hubs and, ultimately, freight-corridor networks. Melbourne's emerging NewVolt network, for example, is being designed with 400 kW CCS2 charging and MCS-ready capacity. MCS will be particularly important for larger trucks and longer-distance operations, allowing substantial energy to be delivered within scheduled rest, loading or turnaround periods. Its deployment will also require early planning for grid connections, suitable heavy-vehicle sites, power management and sufficient fleet demand.

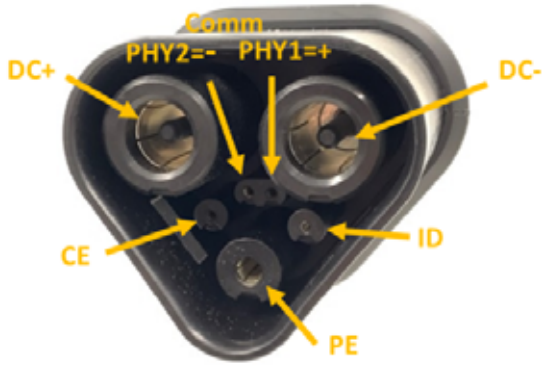


Image: MCS PIN Assignment

AMPOL

Charging Smarter: Unlocking More EV Capacity at Wyong

As Australia accelerates towards an electric future, delivering fast charging infrastructure quickly and cost-effectively remains one of the industry's biggest challenges. At Ampol Foodary Wyong Northbound and Southbound on the NSW Central Coast, Ampol, Ausgrid and Kwetta are demonstrating a new way forward.

Located along one of Australia's busiest north-south transport corridors, the twin Wyong sites are a critical refuelling and rest stop for local motorists, long-distance travellers, freight operators and recreational vehicle users. The two sites are currently under construction and are scheduled to open in September and November 2026 respectively.

The project will deliver two of the most capable and future-ready charging sites in the AmpCharge network. Both Wyong Northbound and Southbound will each feature eight charging bays supported by eight Kwetta Sky Hook chargers per site, with each charger being capable of delivering up to 200kW*. The innovative overhead cable management system provides industry-leading cable reach and flexibility, making charging easier across a wider variety of vehicle types.

Importantly, each site will include two drive-through charging bays designed to accommodate larger commercial vehicles and recreational EVs towing caravans or trailers, supporting the growing diversity of Australia's EV fleet.

Behind this customer-focused infrastructure sits a significant first. These will become Ampol's first sites to operate under a dynamic connection model, enabling substantially more charging capacity without requiring traditional fixed network augmentation works.

By combining Ausgrid's network expertise with Kwetta's charging technology and Ampol's growing AmpCharge network, the project has created a new approach to managing electricity demand in near real-time. Through direct integration between Kwetta's intelligent charging platform and Ausgrid's Supervisory Control and Data Acquisition (SCADA) system, charging capacity can be dynamically adjusted in response to network conditions while maintaining a high-quality customer charging experience.

The outcome is significant. This dynamic connection unlocks more than 100 per cent additional variable dynamic capacity at each site (each site has a 500kVA fixed capacity with up to an additional 750kVA flex capacity) while also enabling network



capacity sharing between locations during certain outage scenarios. This creates additional operational resilience and improves utilisation of existing electricity infrastructure, delivering benefits for both Ausgrid and Ampol.

Beyond technical innovation, the Wyong project highlights the value of collaboration across industry. Working within a highly regulated environment, Ampol, Ausgrid and Kwetta have combined network, technology, and commercial expertise to create a shared-value solution that benefits all parties.

The project demonstrates how dynamic flexibility can unlock additional capacity without network augmentation, accelerate EV charging infrastructure deployment timelines, reduce infrastructure costs and maximise the value of existing network assets. As EV adoption continues to grow, initiatives like Wyong show how collaboration and innovation can help deliver the charging infrastructure Australia needs for the years ahead.

Project collaborators:
Ampol, Ausgrid and Kwetta





*Charging speeds and times are not guaranteed as they depend on a range of factors other than just a charger's power output rating, such as the number of EVs charging concurrently at the site and available grid capacity.

The emergence of shared charging hubs

Charging hubs are emerging as a distinct infrastructure class. Concentrating multiple chargers at one location can improve reliability and redundancy, support better amenities and justify larger grid connections, batteries, solar and energy-management systems.

Passenger and heavy-vehicle charging have generally been planned as separate markets. Trucks require different bay dimensions, turning space, charging power, safety arrangements and driver facilities. However, treating the networks as entirely separate may miss opportunities to use land and electricity infrastructure more efficiently.

Where site conditions permit, mixed-use hubs could serve passenger vehicles, commercial fleets and heavy vehicles through appropriately designed and segregated charging areas. Sharing grid connections, transformers and energy-management systems could reduce duplication, improve asset utilisation and strengthen the case for earlier investment—particularly where cars and trucks use a site at different times.

Dedicated heavy-vehicle facilities will still be essential on major freight corridors and at ports, logistics precincts and large depots. The opportunity is not to combine every site, but to assess shared infrastructure where it is operationally and commercially practical.

Governments, markets and energy regulators should therefore consider passenger and heavy-vehicle demand together when identifying priority locations and planning network investment. Connections should account for a site or precinct's potential long-term demand and staged expansion, rather than being sized only for its first users. This could make better use of scarce land, network capacity and public funding while supporting the next generation of charging hubs.

BP PULSE

Melbourne Airport Charging Hub

One of Australia's largest public fast charging hubs has just landed at Melbourne Airport with thanks to bp pulse! Featuring 150kW and 300kW chargers powering 24 bays, the hub allows travellers, professionals and ride-hail drivers to recharge with ease at Australia's busiest 24-hour airport. It also features canopies, truck-friendly drive-through bays, picnic tables, free Wi-Fi and toilets, to help drivers keep comfortable whilst they charge.

The catalyst of this massive hub was a question: how can ground transport electrification support Melbourne Airport's sustainability goals?

bp pulse helped the Airport navigate through complexity by modelling the estimated number of EVs and their demand for electricity into the next decade. This enabled the completion of Melbourne Airport's Electrification Strategy, and a commitment to deploy a large-scale fast charging hub.

It took some time to land on the best location at the airport; the right balance of space, proximity to the terminal and available power, as well as good visibility and road access. In 2025 a lease was completed for a site on Airport Drive, near the Airport's long-term Value car parks. The site is now ready to serve thousands of EV drivers now and provide confidence to multitudes more who will one day transition to EV.

"Since 2022 we've been building a network of EV charging sites around the country to support our customers on the road to electrification," said Antoine Denis, General Manager bp pulse ANZ. "Now, with the backing of over 45,000 bp pulse charging bays across the world, we're leveraging our global EV charging expertise to bring bp pulse's first large-scale charging hub to Australia."



> *"Conveniently positioned in the Melbourne Airport precinct, we want to ensure this charging hub offers a quick and seamless way for drivers to recharge and get back on the road."*
>
> — Antoine Denis, General Manager bp pulse ANZ



With 60,000–70,000 vehicles visiting Melbourne Airport every day, this critical infrastructure will provide confidence for electrification at scale across the airport, industry and government. For bp pulse this represents the charging infrastructure of the future and adds to their network of over 600 EV charging bays across Australia and New Zealand and over 45,000 charging bays globally.

Data and visibility

Australia still lacks a complete national view of what should be built, where and when it will be needed, who should deliver it and where public support is justified. Incomplete data can push investment towards already attractive locations while regional, customer and electricity-network gaps remain.

High-quality, accurate and accessible data is essential for effective planning and investment. Australia does not yet have it at the required scale.

Information on charger locations, sessions, utilisation and performance is generally collected by individual CPOs and platforms. It is not systematically aggregated across the market, and the available data does not provide a credible national view across public, private, workplace, strata, depot and heavy vehicle applications. The EVC identified the same problem in the 2025 State of EVs: there was no single source of truth for public charging, and even the public fast-charging counts were assembled from multiple sources that could not all be independently verified.

CPOs are understandably cautious about releasing commercially sensitive information. That does not prevent a trusted independent body from aggregating and anonymising data to show system-level trends. Useful outputs would include existing and planned infrastructure, installed capacity, utilisation hot spots, coverage black spots, reliability, peak demand, queuing risk and locations where electricity capacity may constrain expansion.

Charge@Large is an important foundation because it brings together live information from participating operators and can support aggregated reporting. However, participation and coverage are not yet complete. It should be described as a platform being built towards a national evidence base, not as proof that Australia has already solved the data problem.

New Zealand demonstrates what more structured visibility can look like. EECA's public dashboard combines charger and vehicle data, reports at regional and territorial-authority level, and makes underlying datasets available for download. Metrics include EVs per charger and the distribution and power of known public infrastructure. The dashboard is updated quarterly and is intended to support governments, CPOs and electricity distribution businesses.

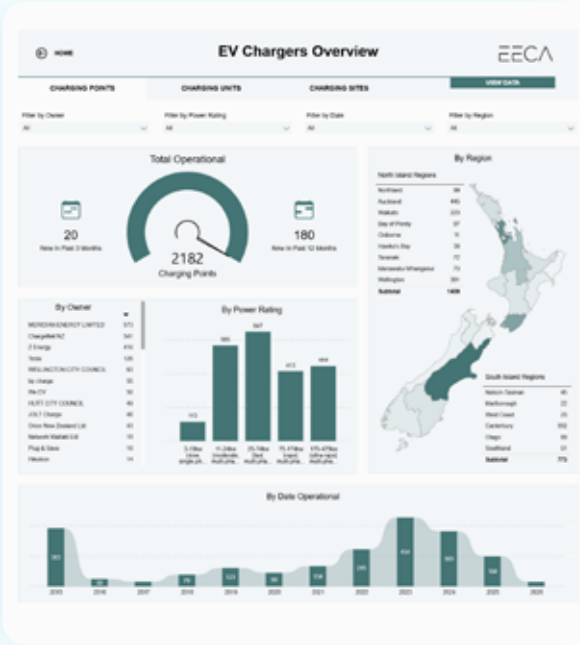


Image: New Zealand Energy Efficiency and Conservation Authority, "Public EV Charger Dashboard", May 2026

Existing forecasting and planning tools

Australia has developed useful planning tools, while new market capabilities are emerging to catalogue progress as the charging sector grows. However, no existing tool provides a whole-of-ecosystem or consistent longitudinal view.

DCCEEW's Electric Vehicle Charging Infrastructure Mapping Tool combines public fast-charger, traffic, demographic, grid-capacity and amenity data to forecast potential demand and locations to 2034. Its scope does not extend to home, strata, kerbside, workplace, depot or heavy-vehicle charging.

AEMO performs a different role, translating EV uptake and charging behaviour into electricity-demand forecasts and considering how EVs interact with consumer energy resources and the wider power system.

These tools are complementary, but neither identifies the complete mix of charging Australia will need. A single trusted source of ethically collected and consistently defined data would allow emerging tools to draw from a common evidence base and provide a clearer picture of longitudinal market growth. Closing this gap is a central task for future work on national EV charging.

THE NEXT WAVE NEEDS A NATIONAL CHARGING ROADMAP



Australia's charging network is growing, but the country still lacks a shared view of *what* needs to be built, *where* and *when*.



The EVC has been calling for a data-driven national review to guide the next wave of infrastructure. It should look beyond charger counts to location, power, utilisation, reliability, redundancy, customer access and electricity-network capacity. It must cover passenger and heavy vehicles, as well as public and private charging across homes, apartments, workplaces, destinations, kerbsides, fleet depots and freight routes.

The roadmap must also anticipate the needs of the next wave of adopters, including people with less access to home charging and businesses beginning to electrify larger vehicles. Broad consultation and willing data-sharing will be essential. A coordinated national plan can give investors clearer signals, direct public funding towards genuine gaps and help ensure the network scales reliably and fairly.

- **Location**
- **Utilisation**
- **Redundancy**
- **Network capacity**
- **Power**
- **Reliability**
- **Customer access**

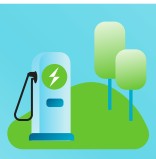
Charging roadmap for



passenger vehicles



heavy vehicles



public charging



private charging



Room for Six, Space for Everything Else

Meet Model Y L

Book a test drive

08 Assessment of EV Transition

Each year *State of EVs* reports on what governments around Australia are doing to support the EV transition. What the market needs in 2026 is very different from the policy support needed in 2017. This year, more than ever, EVs have moved from a niche environmental choice to a practical answer to cost-of-living pressure. Policy settings must evolve too. As the market shifts from early adoption to scale, how and where governments act needs to change with it

So how are governments helping or hindering the transition in 2026?

The EVC has rated each state and territory and the Federal Government on their current EV policies as of 30 June 2026. Scores were given on a scale of 0–100% across 26 metrics with each metric subsequently weighted to provide a subcategory score, and in turn, an overall summary rating out of 10. The scores are intended to compare governments against each other and to the 'gold standard' of international best practice.

The 2026 assessment covers the following policy areas:



Government Ambition

- EV strategy
- Government fleet progress
- Clean energy transition
- Total EV funding



Passenger Vehicles

- Progress towards targets
- Household purchase incentives
- Business incentives
- Behavioural Nudges
- Education
- EV Data



Freight Vehicles

- Electrification strategy
- Purchase incentives
- Accelerating fleet turnover
- OpEx incentives
- Road access



Buses

- Electrification strategy
- Uptake in the public transport fleet
- Business fleet incentives



Home Charging

- EV-ready homes
- Support for strata/rental residents
- Vehicle-to-Grid



Public Charging Infrastructure

- Fast charging
- Workplace charging
- Other charging
- Heavy vehicle charging
- Charging data

ELECTRIC VEHICLE COUNCIL

Who's Leading? The Governments Pulling Ahead on EV Policy in 2026

Table 1: Overall Government assessment scores across categories for 2026

	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

Diving deeper into the 2026 results, a few points stand out. NSW and Victoria are the only jurisdictions making a meaningful contribution to freight electrification, while jurisdictions need to seriously consider the fuel insecurity they are imposing on their constituents by continuing to rely on petrol and diesel. The strong performance of NSW across buses and charging infrastructure in the home and publicly should be commended, reflecting their policy push towards enabling infrastructure roll-out. Contrastingly, despite its healthy budget position, WA is not performing to its relative fiscal health with weak supports for passenger vehicles, freight vehicles and for charging infrastructure.

Government scores across 2025 and 2026

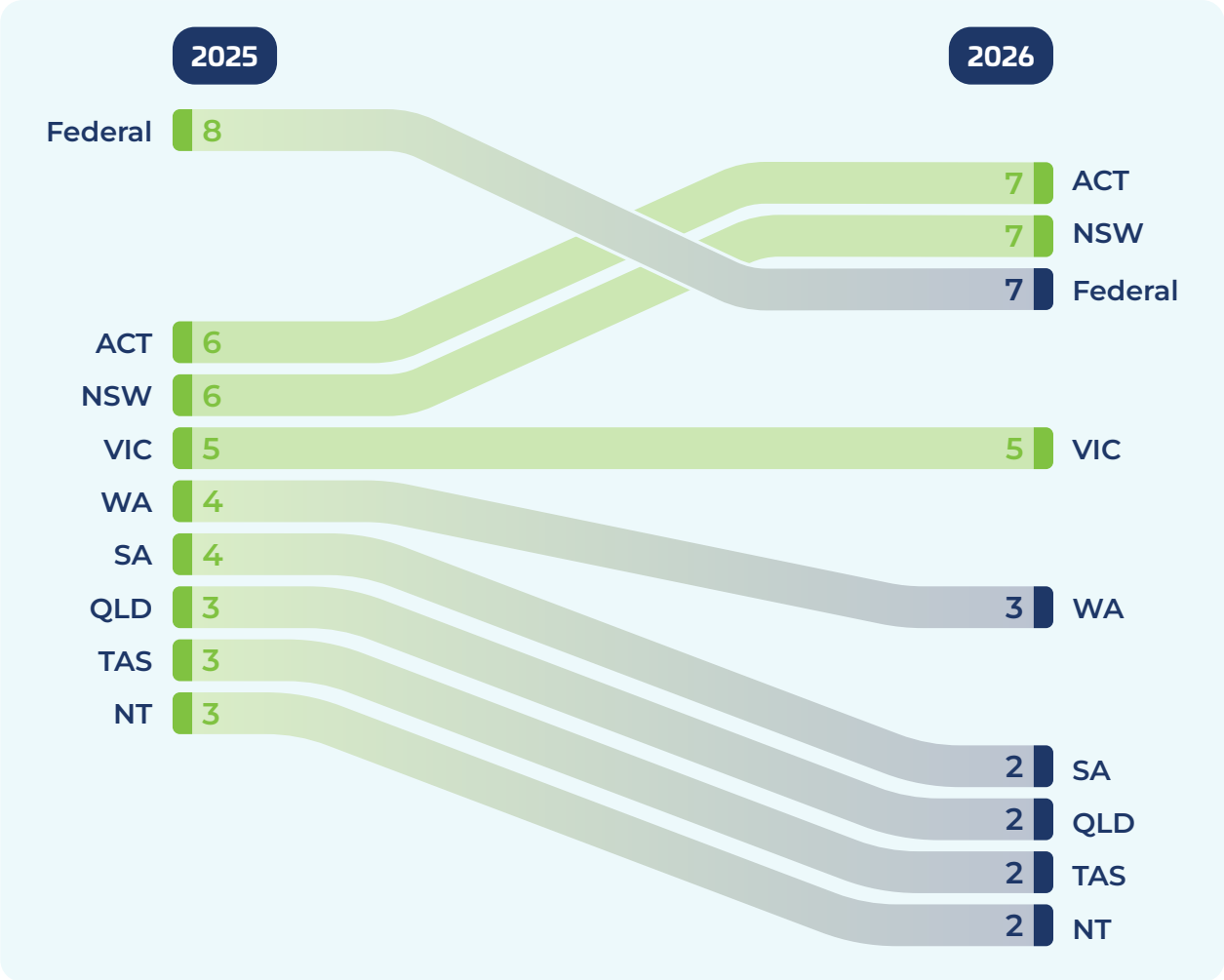


Figure 26: Comparison of federal and state government overall assessment scores for 2025 to 2026.

Our assessment shows a clear shift in the relative performance of the jurisdictions between 2025 and 2026. In 2025, the states and territories' rankings were more tightly bounded with a gap between the top state and territory and the Federal Government. In 2026, there are two clear groups of performance. The Commonwealth, NSW and ACT are performing at the top of the class, while South Australia, Queensland, Tasmania and Northern Territory have gone backwards. The reasons for this divergence are multi-faceted, but two broad themes stand out: tighter fiscal conditions, which have limited all governments' capacity to support the EV transition, and, in some jurisdictions, continued resistance to forward-looking transport policy in favour of ongoing reliance on fossil fuels.

8.1 Government Ambition



Many government targets on fleet composition or emissions reduction are benchmarked at 2030, now just 40 months away, meaning they are now urgent but sadly, few are on track. Scoring for 'general ambition' is based on measurable targets for EV adoption (e.g. sales targets, fleet transition goals), emissions reduction plans specific to the transport sector and clear policy commitments by each government. A high level of ambition is demonstrated through strong commitments to increase EV uptake across all vehicle segments, backed by comprehensive strategies that include financial incentives, regulatory support and infrastructure investment. In 2026, scoring has an added focus on how governments themselves are electrifying their own fleets. All Australian governments were invited to provide an update on their fleet electrification progress; those that did not provide transparent data received a score of zero.

EV Strategy (evaluation questions):

- ☐ Does the government have an overarching EV strategy? How ambitious is it?
- ☐ Is the strategy fit-for-purpose? Does it offer a genuine plan for accelerating EV uptake?
- ☐ What targets and goals are part of the strategy?
- ☐ How does the government's strategy treat non-passenger vehicles?

Combined, Australian governments are the single biggest buyer of new vehicles in Australia and wield outsized influence on the make-up of the broader on-road fleet. Governments have a responsibility to lead by example. The gold standard is for governments to not only target a high percentage of new fleet purchases—ideally 100%—but also commit to a firm timeline for transitioning their entire fleets to EVs.

Progress towards fleet targets (evaluation questions):

- ☐ What commitments has the government made for electrifying its own fleet?
- ☐ How ambitious are these commitments? By when has a fully-electric government fleet been promised?
- ☐ What commitments have been made for non-passenger vehicles? What about government-procured transport services?
- ☐ How much progress has the government made on its EV targets? Are they on track?

A summary of government fleet targets is set out at Appendix B. All state and territory governments (plus the Federal Government) were invited to provide an update to their fleet transitions as part of this assessment. Official figures have been supplemented with public reporting, where available.

Electrification of government passenger vehicle fleet (est. – 30 June 2026)

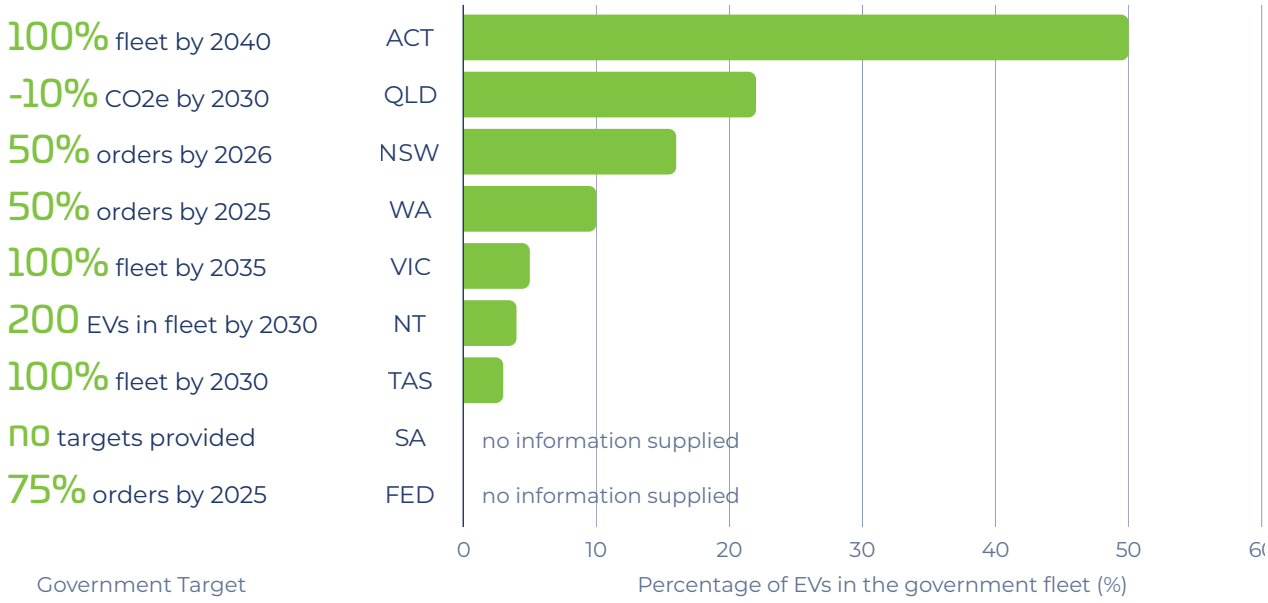


Figure 27: Comparison of the proportion of EVs in government fleets as of Jun 2026.

QFleet's Quiet EV Revolution

In January 2022 QFleet (the agency managing Queensland's government fleet) had 102 battery electric vehicles (BEVs). By mid-2025 it had more than 2,400—a 23-fold increase in three years. Now BEVs make up 21% of the fleet, one of the largest government fleet electrifications in the country.

QFleet's 2023 EV strategy required eligible vehicles to be replaced with BEVs at end of lease—it was a default setting, not a target. Agencies weren't asked whether to electrify, they were asked which BEV they wanted. QFleet also identified early that the range and size of the vehicles were no longer the issue—charging was the constraint. Dedicated funding was administered through the Queensland Government Accommodation Office and processes were changed to ensure charging was part of negotiations for all new and renewed property leases, ensuring charging in almost every government building. Drive days, information sessions, driver inductions and an all-BEV car-share pool also gave staff exposure before they were handed the keys to an EV. And to settle the range question, QFleet drove Brisbane to Cairns twice and even to Mount Isa, 1,800 km through the Queensland outback. The fleet manager, the procurement team, the accommodation office and departments moved together.

In March 2025, the QFleet Vehicle Emissions Reduction Strategy 2025–2030 replaced the EV mandate with a 10% emissions reduction goal by 2030. In the following financial year, the fleet added fewer than 50 BEVs, against an average of more than 650 a year over the preceding three. Charging infrastructure funding ceased in June 2026. The lesson runs both ways: government fleets can transition fast with strong policy support—and they can stop just as fast without it.

Clean energy transition (evaluation questions)

- ☐ Is Net Zero legislated? By when?
- ☐ Does the government have a Renewable Energy Target? How clean is the grid that EVs charge from?
- ☐ What is the government doing to boost investment confidence for green industries?
- ☐ Has the govt provided any support for EV manufacturing?
- ☐ What skills or training initiatives is the government providing to support the jobs of tomorrow?

Total EV funding

This assessment evaluates the relative level of investment that governments allocate to support the EV transition, taking into account the size, population, and economic capacity of each jurisdiction. Recognising that not all states and territories have the same budgetary resources, this approach aims to ensure a fair comparison of funding efforts relative to each jurisdiction's scale. All states and territories (plus the Commonwealth) were invited to provide details of their current funding for EVs as of mid-year 2026. While best efforts have been made to quantify aggregate financial support, some funding initiatives cannot neatly be broken down and may not be entirely attributable to EV support.

Government Ambition Scorecard

Table 2: Government assessment scores in the category of Government Ambition for 2026

Topic	FED	NSW	VIC	QLD	WA	SA	TAS	ACT	NT
EV strategy	75%	85%	50%	25%	50%	30%	60%	100%	30%
Progress towards fleet targets	90%	75%	50%	50%	50%	0%	50%	100%	60%
Clean energy transition	100%	80%	80%	25%	100%	90%	90%	100%	10%
Total EV funding	100%	95%	0%	0%	60%	50%	50%	100%	30%
Overall	**9/10**	**9/10**	**4/10**	**2/10**	**6/10**	**4/10**	**6/10**	**10/10**	**3/10**

ELECTRIC VEHICLE COUNCIL

8.2 Passenger Vehicles



Unlike overseas markets, strong government support has almost entirely evaporated for passenger EVs in Australia (cars, SUVs, utes and other 'light' vehicles). With few exceptions, Australian jurisdictions are not on track to achieve their targeted level of EV uptake.

Scoring on this metric evaluates the extent to which policymakers have adopted the best-practice initiatives outlined below, be they financial support, behaviour 'nudges' that incentivise EV ownership or even transparent data-sharing.

Progress towards sales target (evaluation questions):

- ☐ Has the government committed to an EV sales target? Has this been legislated?
- ☐ How ambitious is the government's target?
- ☐ Is the target aligned to the government's emissions reduction commitments?
- ☐ How close is EV uptake to the government's target, as of 30 June 2026?

Availability of financial incentives for households (evaluation questions):

- ☐ What incentives does the government currently offer for buyers of EVs?
- ☐ How much is offered? Will this materially impact buyer behaviour?
- ☐ How easy are the incentives to access? Is support available at the point-of-sale or does it require a retrospective application process?
- ☐ How is the government supporting EV sales in Australia's second-hand market?

Incentives for fleets and businesses (public and private) (evaluation questions):

- ☐ Does the government offer standalone incentives for businesses and/or corporate fleets?
- ☐ How significant is the support? Is it commercially attractive enough to genuinely drive uptake?
- ☐ What vehicle categories does the government's scheme include?
- ☐ What provision is made for chargers and EV supply equipment?

NSW EV Fleets Incentive

The NSW Government has maintained its landmark EV Fleets Incentive in 2026. At the time of writing, 'Kick-start funding' was available to help private businesses, not-for-profits and other fleet businesses transition to EVs by co-funding up to 15 new BEVs and smart chargers per organisation. Fixed vehicle incentives range from $5,000 for passenger vehicles/SUVs through to $50,000 for heavy electric vehicles (15–23 tonnes GVM). Successful applicants can also opt in for smart charging infrastructure funding, covering up to $3,000–$6,000 per port for AC chargers depending on vehicle category, or 50% of installation costs for DC chargers. Kick-start funding is scheduled to remain open until November 2026 with a competitive round of funding bids also flagged for late 2026.



Further information is available at https://www.energy.nsw.gov.au/business-and-industry/programs-grants-and-schemes/electric-vehicles/ev-fleets-incentive

Available behavioural incentives (evaluation questions):

- ☐ How does the government treat EV registrations? Do EVs cost more or less to register each year?
- ☐ What incentives does the government offer to accelerate turnover of older vehicles?
- ☐ How high are stamp duty and other vehicle charges for EVs?
- ☐ What access benefits do EVs enjoy over other vehicles?

Education and awareness initiatives (evaluation questions):

- ☐ What government resources on EVs are available? How accessible and clear are they?
- ☐ What about guidance on charging?
- ☐ How does the government communicate to businesses on EVs? What dedicated resources are provided?
- ☐ How often does the government run drive days, EV awareness sessions or community outreach activities?

Vehicle Emissions Star Rating (VESR)

The Vehicle Emissions Star Rating (VESR) is an Australian tool that lets people compare tailpipe CO2 emissions across light passenger vehicles, using a star system (more stars = lower emissions) in half-star increments based on grams of CO2 emitted per kilometre. Aggregating CO2 figures from the Green Vehicle Guide, it covers light passenger vehicles sold in Australia since 2004. Motorists can search the star rating for their current vehicle to understand its emissions impact and compare it to options for their next vehicle purchase. The VESR mirrors the consumer awareness benefits



of other successful star-rating schemes (e.g. on energy efficiency, water consumption). It is an initiative of the NSW Government, developed with the Australian Government and endorsed by all states and territories.

VESR Vehicle Emissions Star Rating

You can explore the VESR tool free of chare at https://www.vesr.gov.au/

Data sharing on vehicle registration and driving/charging patterns (evaluation questions):

- ☐ How/when does the government publish sales and/or registration data for EVs?
- ☐ Is the government's dataset broken down into BEVs and PHEVs?
- ☐ How accessible is this dataset? Is it available free of charge to the public?
- ☐ Is the data consistent with other jurisdictions? Is the government using bespoke, unaligned metrics?

Passenger vehicles scorecard

Table 3: Government assessment scores in the category of Passenger Vehicles for 2026

Topic	FED	NSW	VIC	QLD	WA	SA	TAS	ACT	NT
Progress towards sales target	0%	75%	70%	75%	0%	70%	0%	90%	0%
Availability of financial incentives for households	90%	0%	10%	10%	10%	10%	10%	75%	10%
Incentives for fleets and businesses	75%	100%	0%	0%	10%	0%	10%	30%	20%
Behavioural nudges	60%	50%	50%	50%	0%	0%	0%	80%	90%
Education and awareness	100%	100%	90%	10%	50%	30%	75%	100%	30%
Data sharing	40%	100%	50%	50%	50%	0%	75%	100%	75%
Overall Score	**6/10**	**6/10**	**4/10**	**3/10**	**1/10**	**2/10**	**1/10**	**7/10**	**3/10**

ELECTRIC VEHICLE COUNCIL

8.3 Trucks & Vans



Despite being disproportionately impacted by the global fuel crisis, heavy vehicles continue to be the biggest unseized opportunity in Australia's electrification story.



In June, the EVC released a dedicated report into heavy electric vehicles. The ELECTruck report found Australia has everything to gain by powering Australia's heavy vehicle fleet with home-grown Australian energy. However, outdated regulations (like noise restrictions and weight limits) are sidelining Australia's electric trucks and discouraging uptake. The report identified five low-cost reforms achievable within twelve months—many of which are included in the scoring assessment below.

The time for pilots and trials is over—government policy must now explicitly target the mass market of Australia's freight operators with accessible point-of-sale incentives, improved accessibility and advantageous 'op-ex' conditions

Electric vehicle strategy for freight (evaluation questions):

- ☐ Does the government have a dedicated plan for electrifying freight vehicles? Does its broader EV strategy meaningfully include vans and trucks?
- ☐ Has the government differentiated electrification pathways for the distinct duty cycles in Australia's road freight task?
- ☐ What goals or measurable targets has the government set?
- ☐ What regulatory harmonisation is promised? How are compliance obstacles addressed in the government's strategy?

Victoria Endorses Zero-Emission Target for Heavy Vehicles

In May, Victoria joined the ACT as the only Australian jurisdictions to endorse a global push to accelerate uptake of zero emission heavy vehicles. The Global Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles commits its endorsers to "working together to enable 100% zero-emission new truck and bus sales by 2040". The MoU also targets an interim goal of 30% zero-emission vehicle sales by 2030 with the ultimate aim of achieving net-zero carbon emissions by 2050. Victoria joins around 350 like-minded states, regions, business groups and governments including the UK, Canada, New Zealand and 40 other countries. The Australian Government is not a signatory.

Available financial incentives (evaluation questions):

- ☐ Does the government offer support to fleets purchasing an electric van/truck?
- ☐ How accessible are these incentives, especially to smaller operators?
- ☐ How much is the purchase incentive? What is the value over the vehicle's lifetime?
- ☐ What tax, depreciation or other financial incentives does the government offer to lower the capex on electric vans/trucks?

Accelerating fleet turnover (evaluation questions):

- ☐ What incentives does the government offer business fleets to upgrade their vans/trucks (i.e. carrots)?
- ☐ What accelerated retirement schemes are in place (i.e. sticks)?
- ☐ Do government agencies offer any form of scrappage/trade-in incentive?
- ☐ What price signals are offered by registration authorities (e.g. older vehicles relative to newer vehicles)?

Victorian Electric Heavy Vehicle Trial

In March, the Victorian Government announced an Australia-first program to help small trucking operators trial heavy EVs in their operations, free of charge. Run by the Victorian Transport Association, the Victorian Electric Heavy Vehicle Trial supports the Victorian Freight Plan 2025–2030 and Victoria's push toward zero-emission freight. Eligibility is open to any genuine heavy vehicle operator in the state and delivers hands-on experience with heavy EVs, data on performance/suitability, insights into integrating charging infrastructure and help assessing EV readiness.

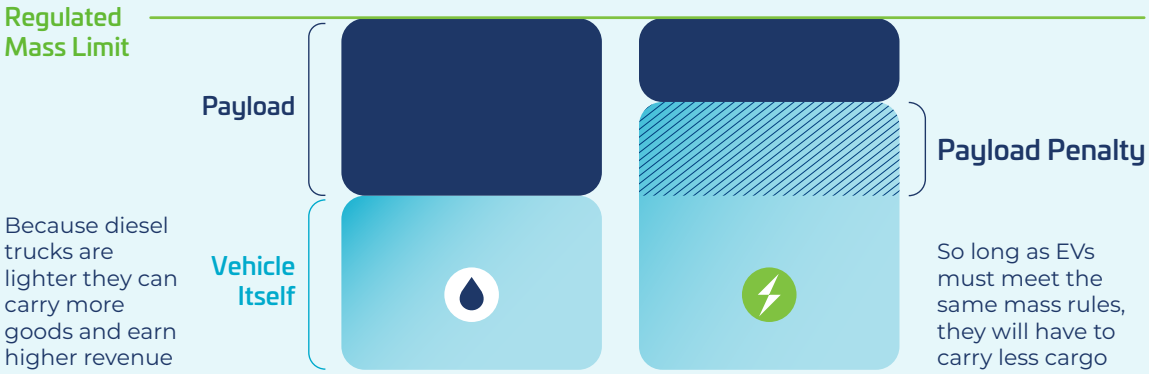
The two-year, $1.5 million trial is currently open for Expressions of Interest—visit the VTA website to find out more: https://www.vta.com.au/victorian-electric-heavy-vehicle-trial-vehvt

Operational benefits (evaluation questions):

- ☐ Does the government offer concessions for buying/registering an electric van or truck?
- ☐ What price signals are built into annual registration fees to incentivise EV adoption?
- ☐ How does the government prioritise access for zero emission freight vehicles?
- ☐ Do heavy EVs receive concessions on tolls, parking, access charges or noise restrictions?
- ☐ What tools or information resources has the government delivered for fleet operators?

New Zealand Cuts Red Tape for Electric Freight

New Zealand has moved to fix the "payload penalty" that puts electric trucks at a disadvantage: because diesel trucks are lighter, they can carry more cargo and earn more revenue under the same regulated mass limits that EVs must meet. Often, this means electric vans and trucks end up hauling less freight for the same weight allowance, an issue the UK, US and EU have all addressed to varying degrees by letting zero-emission vehicles carry extra weight. New Zealand has now formalised this by permanently allowing Class 1 (car) licence holders to drive heavier zero-emission vehicles up to 7,500kg, letting electric vans and small electric trucks carry as much cargo as an equivalent diesel without requiring a professional heavy vehicle licence. New Zealand Transport Minister Chris Bishop framed the change as ensuring licence thresholds don't unintentionally discourage investment in cleaner vehicles and keep pace with technology. The reform is a model of how a simple change to operating regulations can lower commercial barriers to fleet electrification.



Electric heavy vehicle road access (evaluation questions):

- ☐ What restrictions do heavy electric trucks face on government-managed roadways?
- ☐ What concessions or exemptions has the government introduced?
- ☐ Are these temporary or permanent? How onerous is it for operators to access these exemptions?
- ☐ How consistent are the government's rules with other jurisdictions/the gold standard?
- ☐ Does access include federal, state and local government roads?

Freight Vehicles Scorecard

Table 4: Government assessment scores in the category of Freight Vehicles for 2026:

Topic	FED	NSW	VIC	QLD	WA	SA	TAS	ACT	NT
Electric vehicle strategy for freight	50%	80%	100%	0%	10%	10%	10%	75%	0%
Available financial incentives	100%	90%	100%	0%	0%	0%	0%	25%	0%
Strategy to accelerate fleet turnover	0%	25%	75%	0%	0%	0%	0%	0%	0%
Operational benefits	30%	0%	0%	0%	0%	0%	0%	0%	75%
Electric heavy vehicle road access	50%	90%	50%	75%	0%	30%	10%	0%	0%
Overall	**5/10**	**6/10**	**7/10**	**1/10**	**0/10**	**1/10**	**0/10**	**2/10**	**1/10**

8.4. Buses



Buses are a small but important part of Australia's EV fleet. For governments, they represent a priority vehicle category to electrify given public transport operations account for around 80% of buses in Australia. Some state and territory governments have embraced the lower running costs of electric buses and used electrification to kickstart domestic manufacturing and local job creation. Others have few targets and are trailing the national average for EV uptake. Given its limited role in public transit provision, the Commonwealth has not been assessed under some subcategories. However, best practice policy is not just to electrify public transit fleets but to incentivise private coach and charter operators to make the switch too.

Electric Vehicle Strategy for Buses (evaluation questions):

- ☐ Does the government have an electric bus strategy? How ambitious is it?
- ☐ Has the government committed to ending diesel operations? By when?
- ☐ How is the government supporting charging facilities for the growing electric bus fleet?
- ☐ How does the government's strategy support broader co-benefits (e.g. procurement, manufacturing, local jobs etc.)?

WA Embraces EVs in Manufacturing Boom

In 2025, Western Australia ceased procurement of non-electric buses with the last ever diesel bus for the public transport fleet delivered. Not only have all subsequent bus deliveries been electric, but crucially they have also been manufactured in Western Australia. From a facility in the Perth suburb of Malaga, the WA Government has been exclusively commissioning around 11 battery electric buses per month, supporting more than 100 local manufacturing jobs and 15 apprenticeships in the process. Two articulated 'bendy buses' were also built there recently. Apart from reducing pollution, noise and carbon emissions, the locally built EVs support the Government's 'Made in WA' plan, aimed at diversifying the state's



economy. Building on the success of locally produced rail-cars and the electric buses, Western Australia has now also announced funds to design and build five battery electric ferries and related infrastructure. The plans demonstrate the wider economic opportunities that electrification offers, well beyond household EVs and transport policy.

EV Uptake in the Public Transport Fleet

Like government strategies for the passenger fleet, e-bus targets are only as good as their implementation. States and territories have a disproportionate impact on the buses deployed on Australia's roads and the public transport fleet is often a significant component of the public sector's carbon footprint. Governments should therefore be well on their way to an electric bus fleet but transparency in how deployments are progressing is a key metric in this year's scoring. All state and territory governments were invited to provide an update on their electric bus fleet transitions. Official figures have been supplemented with public reporting, where available.

Electrification of bus fleet (est.)

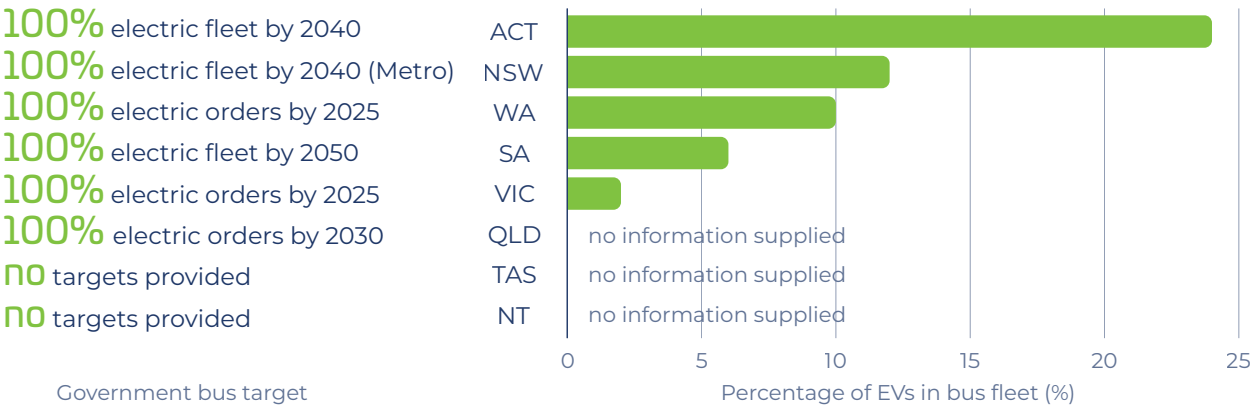


Figure 28: Comparison of the proportion of EVs in public bus fleets as of Jun 2026.

Table Availability of Financial Incentives (evaluation questions)

- ☐ What financial support is the government providing coach and/or charter bus operators?
- ☐ How accessible is this support to industry participants?
- ☐ Has the government made any other investments in the electric bus value chain?

Buses scorecard:

Table 5: Government assessment scores in the category of Buses for 2026

Topic	FED	NSW	VIC	QLD	WA	SA	TAS	ACT	NT
Electric vehicle strategy for buses	25%	100%	90%	90%	100%	75%	20%	90%	10%
Public transport fleet uptake	NA	90%	75%	0%	100%	75%	0%	100%	0%
Available financial incentives	25%	0%	0%	0%	0%	0%	0%	0%	0%
Overall	**6/10**	**9/10**	**7/10**	**4/10**	**9/10**	**7/10**	**1/10**	**9/10**	**0/10**

ELECTRIC VEHICLE COUNCIL

8.5. Charging at home



Government policy in 2026 increasingly recognised that home charging is central to EV uptake and electricity-system integration. The National CER Roadmap, AEMO's expanded treatment of demand-side resources and ARENA-supported projects all point in the same direction: EV charging is becoming part of energy policy, not only transport policy.

The strongest progress was in trials and enabling work. Managed charging, V2G, lower-powered strata charging and the interaction between EVs, tariffs and rooftop solar all received greater attention. However, activity remained distributed across energy, housing, building, planning and transport portfolios rather than forming a comprehensive home-charging pathway.

EV-ready homes (evaluation questions):

- ☐ What incentives are available to install home-based EV chargers?
- ☐ How are governments supporting retrofits of existing homes to be more EV-friendly?
- ☐ What rules apply to new builds? What measures have been undertaken to future-proof the housing stock for EV charging?
- ☐ What managed charging initiatives are underway? How is the government promoting smart charging and load-shifting?

NSW's "right to charge"

The Strata Schemes Legislation Amendment (Miscellaneous) Bill 2026, proposes a streamlined pathway for lot owners to install EV charging in their parking spaces in New South Wales. Under the proposed law, apartment owners would notify the strata committee, which could object only on reasonable grounds within a prescribed period. If enacted, the reform could reduce unreasonable refusals while retaining safeguards for safety, building capacity, costs and common property. The move would complement the NSW Government's other



initiatives for EV owners in apartments, such as a dedicated guide for making residential strata buildings 'EV-ready'.

At the time of writing, the NSW 'right to charge' provisions had yet to pass into law.

Renters, strata and homes without off-street parking (evaluation questions):

- ☐ What incentives has government offered for owners corporations/unit complexes to install EV chargers?
- ☐ What guidance/resources are available for apartment residents?
- ☐ What support is available for renters and/or landlords to make their property more EV-friendly?
- ☐ What regulatory changes have been made to empower strata/residents to install EV charging equipment?

V2G enablement (evaluation questions):

- ☐ What V2G initiatives has the government undertaken?
- ☐ To what extent are EVs integrated into planning for Distributed Energy Resources/ Consumer Energy Resources?
- ☐ What regulatory changes have been made to facilitate bidirectional charging/V2H/V2G?
- ☐ How are 'batteries-on-wheels' treated under broader energy policy?

Home Charging Scorecard

Table 6: Government assessment scores in the category of Home Charging for 2026

Topic	FED	NSW	VIC	QLD	WA	SA	TAS	ACT	NT
EV Readiness in Building Development	0%	90%	75%	0%	50%	0%	0%	90%	25%
Retrofit Programs and Enabling Charging for Rentals/Strata	50%	100%	50%	0%	0%	0%	0%	75%	0%
V2G Enablement	75%	25%	50%	0%	10%	25%	10%	50%	10%
Overall	**4/10**	**8/10**	**6/10**	**0/10**	**4/10**	**1/10**	**0/10**	**8/10**	**1/10**

8.6 Public Charging



Governments continued to support highway, regional, destination and kerbside charging, alongside ARENA-backed work on heavy vehicles. The Commonwealth also released a charging-infrastructure mapping tool and Minimum Operating Standards for government-supported projects.

However, activity remains spread across individual programs and jurisdictions. The question is no longer simply whether governments should fund more chargers, but what charging is needed, where it should be located, which gaps the market will not fill and what standards should apply when public money is used.

Public fast charging (evaluation questions):

- ☐ What incentives are available for public fast charging?
- ☐ To what extent do government-funded chargers meet the national Minimum Operating Standards?
- ☐ What reliability requirements have been built into government funding programs?
- ☐ How many chargers have been rolled out? How many are fast/ultra-fast?

Commonwealth charging programs

More than $500 million has been committed through the Driving the Nation Fund, with investment directed across different infrastructure and market gaps.

01

→ **ARENA's Driving the Nation Program** committed $22.8 million to three projects covering an east-coast ultra-fast network, regional charging in New South Wales and 250 pole-mounted kerbside chargers across three states. The kerbside project will also trial real-time reporting and flexible tariffs.

02

→ **The National EV Fast Charging Network** had delivered 54 of up to 77 NRMA highway stations by 30 June 2026. The remaining stations are intended to address remote gaps, with the program due to conclude at the end of 2026.

03

→ **DRIVEN** provides more than $48 million for charging and servicing capability at dealerships and repair businesses, as well as public fast charging. Its dealership rebate stream has been extended to June 2029.

04

→ **Accelerating EV Charging** is a $40 million program facilitating partnerships between electricity networks and charging providers, focused on kerbside charging and regional black spots. Deployment is expected from 2027, subject to the proposed AEMC rule change.

Together, these programs address several important gaps across the charging ecosystem. However, they remain discrete and time-limited initiatives rather than a consolidated long-term infrastructure pipeline.

Destination, neighbourhood and workplace charging (evaluation questions):

- ☐ What non-fast charging initiatives have been undertaken in 2026?
- ☐ What incentives are available for businesses to install charging? Are these open to the public or employees only?
- ☐ How much charging infrastructure has been installed at government workplaces?
- ☐ How have regional and tourism charging opportunities been harnessed?

Charging for heavy vehicles (evaluation questions):

- ☐ How has government policy supported charging infrastructure for non-passenger vehicles?
- ☐ What support is available for public charging hubs for electric trucks, vans and delivery vehicles?
- ☐ How has the government prioritized depot connections to the electricity grid? How long/costly is this process for fleets?
- ☐ How is car charging infrastructure being future-proofed for larger vehicles? What proportion of electric charging bays can accommodate vans/trucks?

Pull-Through Bays & Accessible Design

Many passenger charging sites remain difficult to use while towing a caravan or trailer. Drivers may need to unhitch or occupy several spaces. Pull-through bays have received limited attention in program and design requirements despite the importance of towing to regional travel in Australia.



Not every charging bay needs to be pull-through. An appropriate number of sites on major routes does. The same principle applies to disability access, lighting, shelter, personal safety and access to amenities: the charger is only one component of a successful site.

Data, reliability and accountability

DCCEEW's mapping tool and AEMO's energy-system modelling provide valuable but partial views. Neither replaces nationally aggregated information on what has been installed, how it performs and where demand is emerging.[12]

A national data framework should cover charger location and power, operating status, utilisation, reliability, pricing, accessibility and expansion capacity. Public funding can require consistent reporting, with data aggregated and anonymised where necessary. Charge@Large can help build this evidence base as operator participation grows.

Success must also be measured by whether infrastructure remains reliable, accessible and easy to use. Minimum expectations should cover maintenance, transparent pricing, ad hoc payment, customer support, accessibility and accurate status information.[6] Requirements should be proportionate for legacy equipment, but designed into new publicly supported infrastructure and measured over its operating life.

Evaluation questions:

- ☐ How readily available is data on the deployment of charging infrastructure in each jurisdiction?
- ☐ What visibility does the government have on fast-charger deployments? What about AC installations.?
- ☐ What data requirements are factored into government funding programs?
- ☐ How are uptime and reliability measured? What protections are in place for drivers relying on this infrastructure?

12 Department of Climate Change, Energy, the Environment and Water, Electric Vehicle Charging Infrastructure Mapping Tool, via 'National collaboration on EVs', https://www.dcceew.gov.au/energy/transport/national-collaboration-evs; Australian Energy Market Operator, 2026 Integrated System Plan; Electric Vehicle Council, State of EVs 2025, pp. 59–63 and 98.

Public Charging Scorecard

Table 7: Government assessment scores in the category of Public Charging for 2026

Topic	FED	NSW	VIC	QLD	WA	SA	TAS	ACT	NT
Public Fast Charging	75%	100%	50%	0%	60%	35%	10%	80%	0%
Workplace Charging	0%	0%	10%	0%	20%	0%	30%	90%	20%
Other Public Charging	50%	100%	25%	0%	75%	50%	50%	100%	25%
Dedicated public Charging for Heavy Vehicles	75%	50%	25%	0%	10%	0%	0%	0%	0%
Sharing of Charging Infrastructure Data	50%	50%	0%	0%	50%	0%	0%	25%	0%
Overall	**6/10**	**8/10**	**3/10**	**0/10**	**5/10**	**3/10**	**2/10**	**7/10**	**1/10**

ELECTRIC VEHICLE COUNCIL

Helping make electric vehicles more accessible for Australians.

We believe the transition to electric vehicles should be within reach for more Aussies. CommBank's EV Access Program helps eligible essential workers or Australians earning less than $100,000 p.a. purchase an eligible electric or plug-in hybrid vehicle with access to a discounted car loan rate.*

Learn more at **commbank.com.au/evap** and start your electric or hybrid vehicle search today.



Can

*Applications subject to credit approval. T&Cs, eligibility and lending criteria apply. For more information visit commbank.com.au/evap. Commonwealth Bank of Australia ABN 48 123 123 124 AFSL and Australian credit license 234945.

09 The Year Ahead



Each year brings new challenges and opportunities for Australia's growing EV industry. Below we have outlined the EVC's policy priorities for the year ahead and the biggest risks and opportunities. This year's policy asks are an update on last year's reflecting the successes of our advocacy and the changing priorities for government. Our 2025 asks included the Electric Car Discount and improving access for electric trucks, both of which were wholly or partially successful. This year's asks look ahead to the emerging work on the NVES targets post 2029, financial supports for electric trucks, better data on EV sales and charger roll-out and much more.

9.1 EVC's Policy Asks

		STATE	FEDERAL
Light EVs	→ Implement Ministerial direction by end of 2027 to extend the New Vehicle Efficiency Standards beyond 2029, to align with the Federal Government's 2035 emissions target		✓
	→ Introduce equity-based demand-side policies aimed to help economically disadvantaged Australians access the benefits of EVs	✓	✓
01	→ Require all government-owned vehicles to transition to EVs by 2030	✓	✓
	→ Implement a federal road user charge that does not discourage EV uptake with revenue reinvested into developing Australia's EV ecosystem		✓
Heavy EVs	→ Introduce accessible incentives, financial support and/or tax concessions that reduce capital costs for a critical mass of operators	✓	✓
	→ Remove restrictions on quiet, clean, zero-emission delivery vehicles (e.g. as-of-right access, exemptions from noise restrictions)	✓	✓
02	→ Implement preferential operating conditions for heavy EVs that lower OpEx for electric fleets (e.g. registration amnesties, toll discounts, clean air zones)	✓	
	→ Incorporate heavy EVs in the National EV Strategy, recognising electrification as the most affordable pathway to securing energy security		✓

Industry Development	→ Fund a concerted 'consumer education' campaign to counter misinformation and prepare all Australians to switch to electric	✓	✓
	→ Establish a national data repository for tracking real-time uptake of both EV sales and the charger rollout		✓
03	→ Streamline accreditation pathways and fund fit-for-purpose training to upskill Australia's mechanics to safely service and repair EVs	✓	
	→ Dedicated EV funding stream and focus area as part of the Future Made in Australia agenda		✓
Energy & Infrastructure	→ Fund and develop a National EV Charging Roadmap to guide cost-effective co-investment, establish a comprehensive charging-data framework, and plan charging for both passenger and heavy vehicles.		✓
	→ Reform the electricity market to prioritise transport electrification by streamlining connections, enabling anticipatory network investment, improving capacity visibility and rewarding flexible charging.	✓	✓
	→ Build equity into charging access by making apartments, workplaces and new developments charging-ready	✓	
	→ Introduce a demand-side incentive to accelerate the uptake of V2G-capable technology in Australia.	✓	✓
04	→ Fund dedicated heavy-vehicle charging hubs and commit to Australia's first clean freight corridors.	✓	✓

9.2 Risks and opportunities

Australia enters 2027 with EV uptake accelerating and several major decisions approaching. The review of the New Vehicle Efficiency Standard, the design of road user charging and planning for the next wave of charging infrastructure will all shape whether the transition continues to build momentum. Each presents both risk and opportunity: well-designed policy and coordinated investment can give Australians greater choice, lower transport costs and more confidence in switching to an EV, while poor design or delay could make EVs harder to access, own and use.

New Vehicle Efficiency Standard Review

Legislated in the 2022 parliamentary term and in operation from 2025, the vehicle efficiency standards have been the cornerstone of Australia's uptake of passenger EVs. The policy has encouraged manufacturers to bring EVs to Australia and brought a vehicle efficiency standard to Australia for the first time. Its value was starkly demonstrated when the Strait of Hormuz was shut in early 2026, sending oil prices skyrocketing above $2/L for petrol and $3/L for diesel, as Australians were able to switch to EVs and avoid one of the biggest hits to their income.

In the year ahead, a legislated review of the Standard will be undertaken and no doubt used as another opportunity to water down this important legislation by legacy manufacturers who want Australians to pay too much for petrol. The current NVES only sets a CO2 emissions number until 2029. It shapes as a critical moment for the Federal Government and its ambition to cut the cost of living for Australians and achieve our 2035 climate targets. The EVC's position is clear: NVES must be extended beyond 2029, to keep reducing the CO2 intensity of our vehicle fleet and align with our legislated commitments. Transport will be the biggest CO2 emitting sector by 2030 and passenger vehicles make up a significant portion of those emissions. However, this sub-sector also represents the lowest hanging fruit for decarbonisation in transport. The EVC will be closely involved in the NVES review and fighting hard for Australians.

Road User Charging (RUC)

In 2026 the EVC successfully advocated to national Treasurers who agreed that a road user charge must not disincentivise EV uptake—but, the hard work starts now. Designing a model that actually encourages EV uptake means one that is appropriately timed and well designed. The details of that RUC will determine whether the Treasurers live up to their word. With consultation on the federal RUC due in the coming year, the EVC is working closely with its members to provide advice to government on the optimal design of a successful RUC. We commend the federal Government for its consultation with industry and setting the policy's direction. In our engagements with the government, we will continue to examine closely the details of proposed reforms.

At the same time, the putative NSW RUC will be coming into force from July 2027. The EVC's work has demonstrated that the NSW charge will discourage EV uptake by charging EV drivers up to 62% more than for petrol hybrid cars. Aside from its poor policy design, the charge is arguably unconstitutional and the EVC will be involved in a challenge to the charge. A federal RUC is the most sensible way to implement tax reform for vehicles in a modern Australia.

Charging infrastructure: keeping pace with uptake

Looking ahead to 2027, the greatest risk is that the pace and quality of charging development fail to keep up with EV uptake. This would not only mean too few chargers but also queues at busy locations, persistent blackspots, unreliable equipment, slow repairs and limited options for people who cannot charge at home. Charging problems are highly visible, so even a relatively small number of poor experiences could have an outsized effect on public confidence—particularly as more Australians become first-time EV owners.

Investment uncertainty, slow grid connections and weak market data could compound the problem. Without a clearer picture of where vehicles travel, where they park, how long they stay and when charging demand occurs, Australia risks building chargers in the wrong places or at the wrong power levels. Fleet and heavy-vehicle charging could fall further behind, while delayed progress on smart charging could increase electricity-system costs and leave valuable flexibility untapped. The challenge for 2027 is therefore not simply to build more infrastructure, but to support coordinated, data-driven growth that delivers the right charging in the right places—and ensures drivers can depend on it.

The opportunity in 2027 is to move from piecemeal infrastructure growth towards nationally coordinated, data-driven planning. A National EV Charging Roadmap can bring together evidence about vehicle uptake, travel patterns, dwell times, charger use, reliability and electricity-network capacity. It should cover passenger and heavy vehicles, public and private charging, and the needs of the next wave of adopters. Done well, it can give governments and industry a shared basis for deciding what charging should be built, where it is needed and how investment can be delivered efficiently.

10 Appendices

Appendix A — Glossary

Term	Explanation
AC Charging	When an EV is connected to an AC charger, the onboard charger of the vehicle converts the AC electricity from the power grid into DC electricity, which is then used to charge the vehicle battery. AC charging is typically slower compared to DC charging and is often used for overnight home charging or at workplaces where vehicles are parked for extended periods.
BEVs (Battery Electric Vehicles)	Vehicles that are powered exclusively by electricity stored in onboard batteries and use electric motors for propulsion.
DC Charging	DC charging involves supplying direct current directly to a vehicle's battery without the need for conversion by the onboard charger. This allows for much faster charging times ideal for use at public charging stations along highways or in settings where rapid charging is necessary. With current technologies offering power levels from around 24 kW to over 350 kW, DC chargers are significantly more powerful than AC chargers.
Destination Charging	EV charging stations located at destinations like hotels, shopping centres, or tourist hotspots, usually providing slower charging over a longer period.
DNSP (Distribution Network Service Provider)	DNSPs are the entities responsible for operating and maintaining the electricity distribution network, which includes the poles, wires, meters, and infrastructure that deliver electricity from the high voltage transmission network to end users, including residential homes, businesses, and EV charging stations.
EVs (Electric Vehicles)	Electric Vehicles (EVs) specifically refer to vehicles that use electric motors for propulsion and can be recharged from an external power source. This includes Battery Electric Vehicles (BEVs), which operate solely on electric power stored in batteries, and Plug-in Hybrid Electric Vehicles (PHEVs), which can run on electric power and switch to an internal combustion engine when needed. Unlike conventional hybrid vehicles, EVs can be externally charged, allowing for extended electric-only driving capabilities.
EVSE (Electric Vehicle Supply Equipment)	Equipment required to supply electric energy for recharging electric vehicles, commonly referred to as EV chargers.
Fast and Ultra-Fast Charging	Refers to higher power charging technologies that can recharge EV batteries much faster than standard charging options. Fast chargers are typically rated between 24 kW and 99 kW, while ultra-fast chargers exceed 100 kW.
FBT (Fringe Benefit Tax)	FBT is a tax paid by employers on certain benefits provided to their employees, including vehicles. Since 2022, EVs that meet certain criteria have been exempt from FBT which has made them more affordable under novated leasing/salary sacrifice arrangements.
GVM (Gross Vehicle Mass)	The maximum a vehicle can weigh when fully loaded, as specified by the manufacturer.
Heavy Vehicles	Includes larger transport vehicles like trucks, buses and some vans that are generally greater than 4.5 tonnes gross vehicle mass (with some exceptions, such as light box 3.5–4.5 tonne trucks).
HV (High Voltage)	In most contexts, high voltage is defined as any voltage exceeding 1,000 volts AC or 1,500 volts DC.
Light Vehicles	Typically refers to passenger vehicles including cars, small vans, and utes that are generally below 4.5 tonnes gross vehicle mass.
LV (Low Voltage)	Low voltage is defined as any voltage from 50 to 1,000 volts alternating current (AC) or from 120 to 1,500 volts direct current (DC).

PHEVs (Plug-in Hybrid Electric Vehicles)	Vehicles that combine an internal combustion engine with an electric propulsion system. These vehicles can be charged externally to run on electricity before switching to fuel.
V2G (Vehicle-to-Grid)	Technology that enables energy to be pushed back to the power grid from the battery of an electric vehicle.
V2X (Vehicle-to-Anything)	Technology that enables an electric vehicle to supply electricity from its battery to external loads, e.g. the grid (V2G), a building/home (V2B/H), or external loads (V2L) via bidirectional charging. It encompasses V2G, V2H, V2B, and V2L.
NVES (New Vehicle Efficiency Standard)	The New Vehicle Efficiency Standard is a de facto trading scheme between car makers and encourages competition for the most efficient vehicles. The NVES sets an average tailpipe carbon emissions target for all new vehicles sold in a single year by each car maker. The target is reduced each year and car makers that beat their target earn credits that can be banked or sold to other car makers.
Facilities Access Agreement	A contract between a DNSP and a charge point operator (CPO) for the CPO to use the DNSPs assets, such as a powerpole.
Service Installation Rules	A document defining how electrical connections may be made to the distribution network in a certain state/territory.

Appendix B — Targets

Below is an overview of key targets related to the EV transition across the country:

	Federal	ACT	NSW	NT	QLD	SA	TAS	VIC	WA
Net Zero Commitment	2050 2030 (-45%)	2045 2040 (-90–95%) 2030 (-65–75%)	2050 2030 (-50%) 2035 (-70%)	2050	2050	2050 2030 (-60%)	(achieved)	2045 2023 (-45–50%)	2050
Renewable Energy Target	82% by 2030	100% by 2020 (achieved)	12 GW renewable energy generation by 2030 16 GWh of long-duration storage by 2030	N/A	N/A	100% net renewable by 2027	200% by 2040 (150% by 2030)	65% by 2030 (95% by 2035)	N/A
EV Target	N/A	80-90% of new car sales by 2030 (100% from 2035)	52% of new car sales by 2031	N/A	50% passenger vehicle sales by 2030; 100% by 2036	100% by 2040	N/A	50% of new light vehicle sales by 2030	N/A
Government Fleet Target	75% of new passenger vehicles by 2025 (achieved)	100% electric fleet by 2040	100% EV purchases by 2030 (50% by 2026) 30% electric LCV purchases by 2030	200 government EVs by 2030	-10% tailpipe emissions by 2030	N/A	100% by 2030	100% EV fleet by 2035 link	50% of eligible vehicles purchases from FY2025-26
Electric/Zero Emissions Bus (ZEB) Target	N/A	100% ZEB fleet by 2040	100% ZEB fleet by 2035 (Greater Sydney); 2040 (Outer Metro); 2047 (Regional NSW)	N/A	All new buses added to SEQ fleet ZEBs by 2025; 100% ZEB state-wide by 2030	100% ZEB fleet by 2050	N/A	All new orders to be ZEB by July 2025;	100% ZEB purchases from 2025 (achieved)

Net Zero Commitment: The target year by which the jurisdiction aims to achieve net-zero greenhouse gas emissions.

Renewable Energy Target: How much energy the jurisdiction aims to generate from renewable sources by a specified year.

EV Target: The expected take-up of electric vehicles by a specified year, by number of vehicles, percentage of new purchases or proportion of the government fleet.

Electric/Zero Emissions Bus Target: Plans or targets related to transitioning public bus fleets to electric or zero-emission vehicles.

Appendix C — Electric Vehicle Sales

The following sales figures are for light passenger vehicles only.

Year	BEV Sales	PHEV Sales	Total EV Sales	EV Market Share
2011	49	0	49	0.00%
2012	173	80	253	0.02%
2013	191	102	293	0.02%
2014	371	951	1,322	0.12%
2015	759	1,012	1,771	0.15%
2016	668	701	1,369	0.12%
2017	1,208	1,076	2,284	0.19%
2018	1,053	1,163	2,216	0.19%
2019	5,292	1,402	6,694	0.6%
2020	5,215	1,685	6,900	0.75%
2021	17,293	3,372	20,665	2.05%
2022	33,416	5,937	39,353	3.81%
2023	87,217	11,219	98,436	8.45%
2024	90,607	23,050	113,657	9.60%
2025	103,270	53,452	156,722	13.11%
2026 (Jan-Jun)	103,716	54,241	157,957	25.81%

Sources: EVC Vehicles Sales Report, AAA EV Index, CarExpert, supplementary data from individual manufacturers

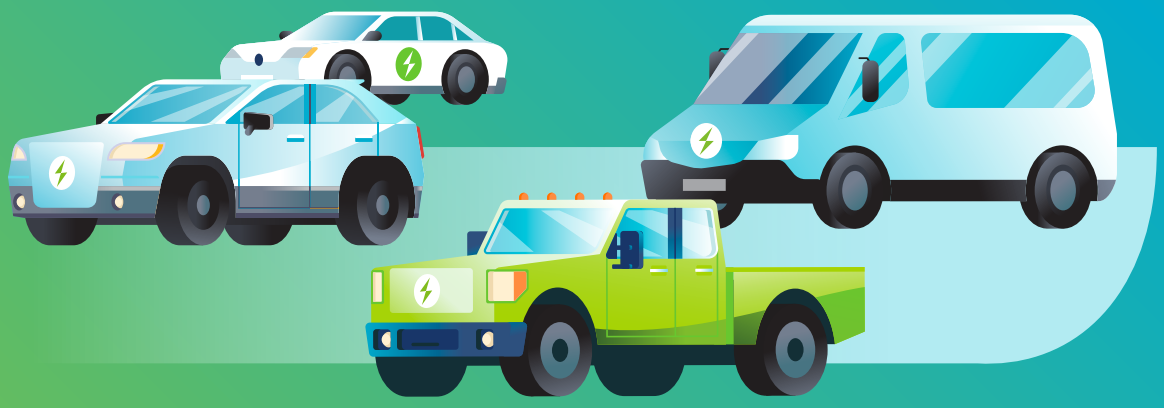
Appendix D — Electric Vehicle Models

The Electric Vehicle Council is proud to showcase the growing range of electric vehicles offered by our members.

These are the automakers bringing more choice than ever before to Australian motorists and fleets. From sedans and SUVs, to utes, vans and trucks, there is now an EV to suit any taste, application and lifestyle.

Every attempt has been made to ensure the accuracy of the following vehicle specifications; some metrics (e.g. pricing and availability) are subject to change.

Please refer to our members' product webpages for further details, orders and inquiries.



Electric cars

Battery (kWh) | Electric Range | Body | Charge time (10-80%)* | 0-100km/h | Starting Price

AUDI



A5 e-hybrid quattro 270kW PHEV

25.9 kWh	97 km	Sedan
150 min*	5.1 sec	$89,900



A5 e-hybrid quattro 270kW PHEV

25.9 kWh	94 km	Avant
150 min*	5.1 sec	$92,818



e-tron GT S BEV

105 kWh	558 km	Sedan
18 min	3.4 sec	$209,083



e-tron GT RS performance BEV

105 kWh	528 km	Sedan
18 min	2.5 sec	$309,083



Q4 e-tron 45 BEV

82 kWh	514 km	SUV
28 min	6.7 sec	$84,900



Q4 e-tron 55 quattro BEV

82 kWh	489 km	SUV
28 min	5.4 sec	$99,818



Q4 Sportback e-tron 45 BEV

82 kWh	531 km	SUV
28 min	6.7 sec	$86,500



Q4 Sportback e-tron 55 quattro BEV

82 kWh	503 km	SUV
28 min	5.4 sec	$99,818



Q5 e-hybrid quattro 270 kW PHEV

25.9 kWh	82 km	SUV
150 min*	5.1 sec	$96,818

*full charge

Battery (kWh) | Electric Range | Body | Charge time (10-80%)* | 0-100km/h | Starting Price

AUDI



Q5 Sportback e-hybrid quattro 270 kW PHEV

25.9 kWh | 83 km | SUV
150 min* | 5.1 sec | $100,318



Q6 e-tron BEV

83 kWh | 466 km | SUV
21 min | 7.0 sec | $99,818



SQ6 e-tron quattro BEV

100 kWh | 566 km | SUV
21 min | 4.3 sec | $151,318



Q6 Sportback e-tron BEV

83 kWh | 493 km | SUV
21 min | 7.0 sec | $99,818



SQ6 Sportback e-tron quattro BEV

100 kWh | 584 km | SUV
21 min | 4.3 sec | $156,318



Q8 TFSI e quattro 360kW PHEV

17.9 kWh | 74 km | SUV
150 min* | 5.0 sec | $154,284

*full charge

Battery (kWh) | Electric Range | Body | Charge time (10-80%)* | 0-100km/h | Starting Price

BMW



i4 eDrive35 BEV

70 kWh | 448 km | Gran Coupé
32 min | 6 sec | $88,900



i5 eDrive40 BEV

84 kWh | 493 km | Sedan
30 min | 6 sec | $155,900



i5 M60 xDrive Touring BEV

84 kWh | 465 km | Wagon
30 min | 3.9 sec | $219,900

*PHEV charged from 0-100% at max AC charge rate

Battery (kWh) | Electric Range | Body | Charge time (10-80%)* | 0-100km/h | Starting Price

BMW



i7 60 xDrive — BEV

Battery (kWh)	Electric Range	Body
118.1 kWh	727 km	Sedan
Charge time (10-80%)*	**0-100km/h**	**Starting Price**
28 min	4.8 sec	$306,900



iX1 xDrive30 — BEV

Battery (kWh)	Electric Range	Body
67 kWh	410 km	SUV
Charge time (10-80%)*	**0-100km/h**	**Starting Price**
29 min	5.6 sec	$77,900



iX2 xDrive30 — BEV

Battery (kWh)	Electric Range	Body
67 kWh	410 km	SUV
Charge time (10-80%)*	**0-100km/h**	**Starting Price**
29 min	5.6 sec	$79,900



iX3 40 — BEV

Battery (kWh)	Electric Range	Body
86.9 kWh	635 km	SUV
Charge time (10-80%)*	**0-100km/h**	**Starting Price**
21 min	5.9 sec	$89,900



iX3 50 xDrive — BEV

Battery (kWh)	Electric Range	Body
113.4 kWh	805 km	SUV
Charge time (10-80%)*	**0-100km/h**	**Starting Price**
21 min	4.9 sec	$109,900



iX xDrive45 — BEV

Battery (kWh)	Electric Range	Body
100.4 kWh	522 km	SUV
Charge time (10-80%)*	**0-100km/h**	**Starting Price**
34 min	5.1 sec	$142,900



M5 Sedan — PHEV

Battery (kWh)	Electric Range	Body
22.1 kWh	68 km	Sedan
Charge time (10-80%)*	**0-100km/h**	**Starting Price**
2h15min	3.5 sec	$263,400



M5 Touring — PHEV

Battery (kWh)	Electric Range	Body
22.1 kWh	65 km	Wagon
Charge time (10-80%)*	**0-100km/h**	**Starting Price**
2h15min	3.6 sec	$267,400



X1 xDrive25e — PHEV

Battery (kWh)	Electric Range	Body
16.3 kWh	67 km	SUV
Charge time (10-80%)*	**0-100km/h**	**Starting Price**
1h45min	6.8 sec	$79,900

*PHEV charged from 0-100% at max AC charge rate

Battery (kWh) | Electric Range | Body | Charge time (10-80%)* | 0-100km/h | Starting Price

BMW



X3 30e xDrive PHEV

22.7 kWh	91 km	SUV
2h15min*	6.2 sec	$107,700



X5 xDrive50e PHEV

29.5 kWh	101 km	SUV
2h30min	4.8 sec	$154,900



XM Label PHEV

29.5 kWh	98 km	SUV
2h45min	3.8 sec	$310,400

*PHEV charged from 0-100% at max AC charge rate

Battery (kWh) | Electric Range | Body | Charge time (0-80%)* | 0-100km/h | Starting Price (RRP)

BYD



ATTO 1 Essential BEV

30 kWh	220 km	Hatchback
30 min	11.1 sec	$23,990 RRP



ATTO 1 Premium BEV

43.2 kWh	310 km	Hatchback
30 min	9.1 sec	$27,990 RRP



DOLPHIN Essential BEV

44.90 kWh	340 km	Hatchback
42 min	12.3 sec	$29,990



DOLPHIN Premium BEV

60.48 kWh	427 km	Hatchback
43 min	7.0 sec	$36,990



ATTO 2 Dynamic BEV

51.13 kWh	345 km	SUV (small)
39 min	7.9 sec	$31,990 RRP



ATTO 2 Premium BEV

51.13 kWh	345 km	SUV (small)
39 min	7.9 sec	$35,990 RRP

* NEDC

Battery (kWh) | Electric Range | Body | Charge time (0-80%)* | 0-100km/h | Starting Price (RRP)

BYD



ATTO 3 Essential — BEV

Battery (kWh)	Electric Range	Body
49.92 kWh	345 km	SUV (compact)
Charge time (0-80%)*	**0-100km/h**	**Starting Price (RRP)**
50 min	7.9 sec	$39,990



ATTO 3 EVO Dynamic — BEV

Battery (kWh)	Electric Range	Body
60.48 kWh	420 km	SUV (compact)
Charge time (0-80%)*	**0-100km/h**	**Starting Price (RRP)**
41min	7.3 sec	$41,990



ATTO 3 EVO Premium — BEV

Battery (kWh)	Electric Range	Body
74.88 kWh	510 km	SUV (compact)
Charge time (0-80%)*	**0-100km/h**	**Starting Price (RRP)**
25 min	5.5 sec	$46,990



SEAL 6 Essential — PHEV

Battery (kWh)	Electric Range	Body
10.08 kWh	55 km	Midsize sedan
Charge time (0-80%)*	**0-100km/h**	**Starting Price (RRP)**
-	8.9 sec	$34,990



SEAL 6 Touring Premium — PHEV

Battery (kWh)	Electric Range	Body
19 kWh	100 km	Midsize wagon
Charge time (0-80%)*	**0-100km/h**	**Starting Price (RRP)**
-	8.1 sec	$39,990



SEAL Premium — BEV

Battery (kWh)	Electric Range	Body
82.56 kWh	570 km	Sedan (mid-size)
Charge time (0-80%)*	**0-100km/h**	**Starting Price (RRP)**
45 min	5.9 sec	$52,990



SEAL Performance — BEV

Battery (kWh)	Electric Range	Body
82.56 kWh	520 km	Sedan (mid-size)
Charge time (0-80%)*	**0-100km/h**	**Starting Price (RRP)**
45 min	3.8 sec	$61,990



SEALION 5 Essential — PHEV

Battery (kWh)	Electric Range	Body
12.9 kWh	71 km	SUV (mid-size)
Charge time (0-80%)*	**0-100km/h**	**Starting Price (RRP)**
-	7.7 sec	$33,990



SEALION 5 Premium — PHEV

Battery (kWh)	Electric Range	Body
18.3 kWh	100 km*	SUV (mid-size)
Charge time (0-80%)*	**0-100km/h**	**Starting Price (RRP)**
-	8.1 sec	$37,990

* NEDC

Battery (kWh) | Electric Range | Body | Charge time (10-80%)* | 0-100km/h | Starting Price (RRP)

BYD



SEALION 6 Essential PHEV

18.3 kWh	92 km*	SUV (mid-size)
NA	8.5 sec	$42,990



SEALION 6 Dynamic PHEV

26.6 kWh	140 km*	SUV (mid-size)
-	8.9 sec	$46,990



SEALION 6 Premium PHEV

26.6 kWh	128 km*	SUV (mid-size)
NA	5.5 sec	$52,990



SEALION 7 Premium BEV

82.56 kWh	482 km	SUV (mid-size)
NA	6.7 sec	$54,990



SEALION 7 Performance BEV

82.56 kWh	456 km	SUV (mid-size)
NA	4.5 sec	$63,990



SEALION 8 Dynamic FWD PHEV

19 kWh	103 km*	SUV (large)
-	8.6 sec	$56,990



SEALION 8 Dynamic AWD PHEV

35.6 kWh	152 km*	SUV (large)
-	4.9 sec	$63,990



SEALION 8 Premium AWD PHEV

35.6 kWh	152 km*	SUV (large)
-	4.9 sec	$70,990

* NEDC

Battery (kWh) | Electric Range | Body | Charge time (20-80%) | 0-100km/h | Starting Price (RRP)

CHERY



E5 Ultimate — BEV

Battery (kWh)	Electric Range	Body	Charge time (20-80%)	0-100km/h	Starting Price (RRP)
58.9 kWh	430 km	SUV	28 min	7.6 sec	$37,990 DA



T7 Urban — PHEV

Battery (kWh)	Electric Range	Body	Charge time (20-80%)	0-100km/h	Starting Price (RRP)
18.4 kWh	93 km	SUV	-	-	$34,990 DA



T8 Urban — PHEV

Battery (kWh)	Electric Range	Body	Charge time (20-80%)	0-100km/h	Starting Price (RRP)
18.4 kWh	95 km	SUV	-	-	$45,990 DA



T9 Elite — PHEV

Battery (kWh)	Electric Range	Body	Charge time (20-80%)	0-100km/h	Starting Price (RRP)
19 kWh	90 km	SUV	-	-	$52,990



T9 Ultimate — PHEV

Battery (kWh)	Electric Range	Body	Charge time (20-80%)	0-100km/h	Starting Price (RRP)
34 kWh	170 km	SUV	-	-	$59,990

Battery (kWh) | Electric Range | Body | Charge time (0-80%) | 0-100km/h | Starting Price (RRP)(plus ORC)

CUPRA



Leon VZe — PHEV

Battery (kWh)	Electric Range	Body	Charge time (0-80%)	0-100km/h	Starting Price (RRP)(plus ORC)
20 kWh	119 km	Wagon	26 min	7.3 sec	$69,990



Leon Ve — PHEV

Battery (kWh)	Electric Range	Body	Charge time (0-80%)	0-100km/h	Starting Price (RRP)(plus ORC)
20 kWh	123 km	Hatch	26 min	7.7 sec	$62,990



Formentor VZe — PHEV

Battery (kWh)	Electric Range	Body	Charge time (0-80%)	0-100km/h	Starting Price (RRP)(plus ORC)
20 kWh	114 km	SUV	26 min	7.2 sec	$68,990

Battery (kWh) | Electric Range | Body | Charge time (0-80%) | 0-100km/h | Starting Price (RRP)(plus ORC)

CUPRA



Terramar VZe — PHEV

20 kWh	109 km	SUV
26 min	7.3 sec	$77,990



Tavascan V — BEV

58 kWh	414 km	SUV
26 min	8.6 sec	$55,490



Tavascan Endurance — BEV

77 kWh	520 km	SUV
29 min	6.8 sec	$66,490



Tavascan VZ — BEV

77 kWh	509 km	SUV
29 min	5.5 sec	$75,490

Battery (kWh) | Electric Range | Body | Charge time (10-80%) | 0-100km/h | Starting Price

GENESIS



GV60 Advanced — BEV

84 kWh	561 km	SUV
18 min (350kW)	-	$88,300



GV60 Magma — BEV

84 kWh	425 km	SUV
18 min (350kW)	3.4 with boost mode	$130,000



Electrified GV70 Signature Performance — BEV

84 kWh	462 km	SUV
19 min (350kW)	-	$132,718

Battery (kWh) | Electric Range | Body | Charge time (10-80%) | 0-100km/h | Starting Price

GENESIS



Electrified G80 Signature — BEV

94.5 kWh	570 km	SEDAN
25 min (350kW)	-	$156,418

Battery (kWh) | Electric Range | Body | Charge time (10-80%) | 0-100km/h | Starting Price

HYUNDAI



INSTER — BEV

42 kWh	327 km	SUV
30 min (120kW)	-	$39,000



INSTER Cross — BEV

49 kWh	360 km	SUV
30 min (120kW)	-	$45,000



ELEXIO — BEV

88 kWh	562 km	SUV
38 min (150kW)	-	$58,990



ELEXIO Elite — BEV

88 kWh	546 km	SUV
38 min (150kW)	-	$61,990



KONA Electric — BEV

48.6 kWh	370 km	SUV
43 min (350kW)	-	$46,000



KONA Electric Extended Range — BEV

64.8 kWh	505 km	SUV
43 min (350kW)	-	$50,000

HYUNDAI



KONA Electric Extended Range Elite

BEV

Battery (kWh)	Electric Range	Body
64.8 kWh	444 km	SUV

Charge time (10-80%)	0-100km/h	Starting Price
43 min (350kW)	-	$53,000



KONA Electric Extended Range Premium

BEV

Battery (kWh)	Electric Range	Body
64.8 kWh	444 km	SUV

Charge time (10-80%)	0-100km/h	Starting Price
43 min (350kW)	-	$60,000



KONA Electric Extended Range Premium N Line

BEV

Battery (kWh)	Electric Range	Body
64.8 kWh	444 km	SUV

Charge time (10-80%)	0-100km/h	Starting Price
43 min (350kW)	-	$63,000



IONIQ 5

BEV

Battery (kWh)	Electric Range	Body
84 kWh	570 km	SUV

Charge time (10-80%)	0-100km/h	Starting Price
18 min (350kW)	-	$68,200



IONIQ 5 Elite

BEV

Battery (kWh)	Electric Range	Body
84 kWh	530 km	SUV

Charge time (10-80%)	0-100km/h	Starting Price
18 min (350kW)	-	$73,200



IONIQ 5 Premium N Line

BEV

Battery (kWh)	Electric Range	Body
84 kWh	495 km	SUV

Charge time (10-80%)	0-100km/h	Starting Price
18 min (350kW)	-	$83,700



IONIQ 5 N

BEV

Battery (kWh)	Electric Range	Body
84 kWh	448 km	SUV

Charge time (10-80%)	0-100km/h	Starting Price
18 min (350kW)	3.5 sec	$114,918



IONIQ 6 N

BEV

Battery (kWh)	Electric Range	Body
84 kWh	487 km	SEDAN

Charge time (10-80%)	0-100km/h	Starting Price
18 min (350kW)	3.4 sec	$114,918



IONIQ 9 Calligraphy (7 seat)

BEV

Battery (kWh)	Electric Range	Body
110.3 kWh	600 km	SUV

Charge time (10-80%)	0-100km/h	Starting Price
24 min (350kW)	-	$119,668

Battery (kWh) | Electric Range | Body | Charge time (10-80%) | 0-100km/h | Starting Price

HYUNDAI



IONIQ 9 Calligraphy (6 seat) BEV

110.3 kWh	600 km	SUV
24 min (350kW)	-	$121,668

Battery (kWh) | Electric Range | Body | Charge time (10-80%)* | 0-100km/h | Starting Price (MRLP)

MERCEDES-BENZ



EQA 250+ BEV

70.5 kWh	578 km	SUV
35 min	8.6 sec	$85,800



EQB 250+ BEV

70.5 kWh	564 km	SUV
35 min	8.9 sec	$90,000



EQE 300 sedan BEV

89 kWh	633 km	Sedan
32 min	7.3 sec	$135,200



EQE 300 SUV BEV

90.5 kWh	606 km	SUV
32 min	7.3 sec	$136,600



EQE 350 4MATIC sedan BEV

90.5 kWh	658 km	Sedan
32 min	6.3 sec	$155,400



EQE 350 4MATIC SUV BEV

90.5 kWh	574 km	SUV
32 min	6.6 sec	$146,700

*Based on vehicle's maximum DC charging rate

^Based on vehicle's maximum AC charging rate (25%-100%)

Battery (kWh) | Electric Range | Body | Charge time (10-80%)* | 0-100km/h | Starting Price (MRLP)

MERCEDES-BENZ



CLA 200 electric — BEV

58 kWh	470 km	Sedan
20 min	7.5 sec.	$72,200



CLA 350 4MATIC electric — BEV

85 kWh	663 km	Sedan
22 min	4.9 sec	$91,300



EQS 450 4MATIC sedan — BEV

108.4 kWh	664 km	Sedan
31 min	5.6 sec	$222,400



EQS 450 4MATIC SUV — BEV

118 kWh	698 km	SUV
31 min	6.1 sec	$199,900



EQS Mercedes-Maybach EQS 680 SUV — BEV

118 kWh	662 km	SUV
31 min	4.4 sec	$331,600



G-Class G 580 with EQ-Technology — BEV

117 kWh	447 km	SUV
32 min	4.7 sec	$252,617



GLA 250 e — PHEV

12.9 kWh	65 km	SUV
28 min	7.9 sec	$78,000



C-Class C 350 e — PHEV

19.5 kWh	104 km	Sedan
20 min	6.1 sec	$99,418



C-Class C 63 S E Performance SUV — PHEV

4.84 kWh	15 km	Sedan
75 min^	3.4 sec	$195,228

*Based on vehicle's maximum DC charging rate

^Based on vehicle's maximum AC charging rate (25%-100%)

Battery (kWh) | Electric Range | Body | Charge time (10-80%)* | 0-100km/h | Starting Price (MRLP)

MERCEDES-BENZ



GLC 350 e 4MATIC SUV — PHEV

25 kWh	132 km	SUV
29 min	6.7 sec	$99,817



GLC 400 electric Launch Edition — BEV

94.4 kWh	630 km	SUV
22 min	4.3sec	$110,000



GLC 400 electric — PHEV

94.4 kWh	630 km	SUV
22 min	4.3 sec	$112,200



E-Class E 53 HYBRID 4MATIC+ — PHEV

21.22 kWh	100 km	Sedan
135 min	3.8 sec	$202,100

*Based on vehicle's maximum DC charging rate

^Based on vehicle's maximum AC charging rate (25%-100%)

Battery (kWh) | Electric Range | Body | Charge time (0-80%) | 1-100km/h | Starting Price

POLESTAR



2 Long range Single motor — BEV

82 kWh	659 km	Sedan
28 min	6.2 sec	$66,400



2 Long range Dual motor — BEV

82kWh	596 km	Sedan
28 min	4.5 sec	$71,400*



2 Long range Dual motor-Performance — BEV

82 kWh	568 km	Sedan
28 min	4.2 sec	$85,080*

Battery (kWh) Electric Range Body Charge time (0-80%) 1-100km/h Starting Price

POLESTAR



3 Rear motor BEV

92 kWh	604 km	SUV
22 min	6.5 sec	$116,700*



3 Dual motor BEV

106 kWh	647 km	SUV
22 min	4.7 sec	$131,100*



3 Performance BEV

106 kWh	601 km	SUV
22 min	3.9 sec	$146,700*



4 Rear motor BEV

100 kWh	620 km	SUV
30 min	7.1 sec	$78,500*



4 Dual motor BEV

100 kWh	590 km	SUV
30 min	3.8 sec	$86,350*



4 Dual motor– Performance package BEV

100 kWh	590 km	SUV
30 min	3.8 sec	$102,567*



5 Dual motor BEV

112 kWh	678km	Sedan
22 min	3.9 sec	$171,100*



5 Performance BEV

112 kWh	558km	Sedan
22 min	3.2 sec	$193,100*

Battery (kWh) | Electric Range* | Body | Charge time (10-80%) | 0-100km/h | Starting Price

SKODA



Elroq 60 Select — BEV

61 kWh	406 km	SUV
26 min	8.5 sec	$48,990



Elroq 85 Select — BEV

82 kWh	521 km	SUV
29 min	6.6 sec	$55,990



Enyaq 60 Select — BEV

61 kWh	431 km	SUV
26 min	8.6 sec	$51,990



Enyaq 85 Sportline — BEV

82 kWh	551 km	SUV
29 min	6.6 sec	$60,990



Enyaq Coupe 85 Sportline — BEV

82 kWh	565 km	Coupe
29 min	6.6 sec	$66,990



Enyaq RS — BEV

82 kWh	546 km	SUV
29 min	5.4 sec	$76,590



Enyaq Coupe RS — BEV

82 kWh	557 km	Coupe
29 min	5.4 sec	$77,590



Superb Select Plug-in Hybrid — PHEV

25.7 kWh	125 km	SUV
25 min	8.1 sec	$62,990



Kodiaq Select Plug-in Hybrid — PHEV

25.7 kWh	110 km	SUV
25 min	8.4 sec	$63,490

*WLTP, Combined Test Cycle

DC Max Rate (kW) | Electric Range | Body | Charge time (max. km/15min DC) | 0-100km/h | Starting Price

TESLA



Model 3 Rear-Wheel Drive BEV

170 kW	520 km (WLTP)	Sedan
299 km	6.1 sec	$54,900 (incl.GST)



Model 3 Long Range Rear-Wheel Drive BEV

250 kW	750 km (WLTP)	Sedan
311 km	5.2 sec	$61,900 (incl.GST)



Model 3 Performance BEV

250 kW	571 km (WLTP)	Sedan
237 km	3.1 sec	$80,900 (incl.GST)



Model Y Rear-Wheel Drive BEV

175 kW	466 km (WLTP)	SUV
238 km	5.9 sec	$58,900 (incl.GST)



Model Y Long Range AWD BEV

250 kW	600 km (WLTP)	SUV
266 km	4.8 sec	$68,900 (incl.GST)



Model Y L AWD BEV

250 kW	681 km (WLTP)	SUV
288 km	5 sec	$74,900 (incl.GST)



Model Y Performance BEV

250 kW	580 km (WLTP)	SUV
243 km	3.5 sec	$89,400 (incl.GST)

Battery (kWh) Electric Range Body Charge time (10-80%) 0-100km/h Starting Price

VOLKSWAGEN



ID. 4 Pro

BEV

82 kWh | 547 km | SUV

22 min | 6.7 sec | $59,990



ID. 4 GTX 4MOTION

BEV

84 kWh | 516 km | SUV

22 min | 5.4 sec | $69,990



ID. 5 Pro

BEV

82 kWh | 544 km | SUV

22 min | 6.7 sec | $62,990



ID. 5 GTX 4MOTION

BEV

84 kWh | 526 km | SUV

22 min | 5.4 sec | $72,990



Tiguan 150TSI eHybrid Elegance

PHEV

19.7 kWh | 117 km | SUV

26 min | 8.2 sec | $64,590



Tiguan 200TSI eHybrid R-Line

PHEV

19.7 kWh | 115 km | SUV

26 min | 7.2 sec | $74,550



Tayron 150TSI eHybrid Elegance

PHEV

19.7 kWh | 116 km | SUV

26 min | 8.6 sec | $62,390



Tayron 200TSI eHybrid R-Line

PHEV

19.7 kWh | 113 km | SUV

26 min | 7.3 sec | $76,550

Battery (kWh) Electric Range Body Charge time (10-80%) 0-100km/h Starting Price

VOLVO



EX30 Plus P6 Long Range BEV

69 kWh | 462 km | SUV

28 min (153kW DC) | 5.3 sec | $49,990



EX30 Ultra P6 Long Range BEV

69 kWh | 462 km | SUV

28 min (153kW DC) | 5.3 sec | $54,990



EX30 Cross Country BEV

69 kWh | 417 km | SUV

28 min (153kW DC) | 3.6 sec | $62,990



EX40 Ultra Single Motor Extended BEV

82 kWh | 520 km | SUV

28 min (153kW DC) | 7.3 sec | $69,990



EX40 Ultra Twin Motor BEV

82 kWh | 485 km | SUV

28 min (153kW DC) | 4.8 sec | $74,990



EX60 Ultra P6 RWD BEV

83 kWh | 611 km | SUV

16 min (350kW DC) | 5.9 sec | $86,990



EX60 Ultra P10 AWD BEV

95 kWh | 660 km | SUV

16 min (350kW DC) | 4.6 sec | $101,990



EX90 Plus Single Motor BEV

92 kWh | 479 km | SUV

25 min (250kW DC) | 6.8 sec | $106,990



EX90 Ultra Twin Motor Performance BEV

106 kWh | 521 km | SUV

24 min (300kW DC) | 4.2 sec | $134,990

Battery (kWh) | Electric Range | Body | Charge time (10-80%) | 0-100km/h | Starting Price

VOLVO



ES90 Plus Single Motor — BEV

Battery (kWh)	Electric Range	Body	Charge time (10-80%)	0-100km/h	Starting Price
92 kWh	554 km	Sedan	25 min (250kW DC)	6.6 sec	$88,880



ES90 Ultra Single Motor — BEV

Battery (kWh)	Electric Range	Body	Charge time (10-80%)	0-100km/h	Starting Price
92 kWh	554 km	Sedan	25 min (250kW DC)	6.6 sec	$107,990



XC60 Plus T8 Plug-In Hybrid — PHEV

Battery (kWh)	Electric Range	Body	Charge time (10-80%)	0-100km/h	Starting Price
19 kWh	89 km (Electric range)	SUV	180 min (6.4kW AC)	4.8 sec	$92,990



XC60 Plus T8 Plug-In Hybrid — PHEV

Battery (kWh)	Electric Range	Body	Charge time (10-80%)	0-100km/h	Starting Price
19 kWh	89 km (Electric range)	SUV	180 min (6.4kW AC)	4.8 sec	$101,990



XC90 Plus T8 Plug-In Hybrid — PHEV

Battery (kWh)	Electric Range	Body	Charge time (10-80%)	0-100km/h	Starting Price
19 kWh	77 km (Electric range)	SUV	180 min (6.4kW AC)	5.3 sec	$120,990



XC90 Ultra T8 Plug-In Hybrid — PHEV

Battery (kWh)	Electric Range	Body	Charge time (10-80%)	0-100km/h	Starting Price
19 kWh	77 km (Electric range)	SUV	180 min (6.4kW AC)	5.3 sec	$130,990

For a further list of EVs available in Australia, please visit our friends at zecar: https://zecar.com/electric-vehicles

Electric utes and vans

Battery (kWh) | Electric Range | Body | Charge time (10-80%) | Starting Price (MRLP)

BYD



SHARK 6 Dynamic Cab Chassis PHEV

29.58 kWh | 100 km (NEDC) | Utility

26 min | $55,900



SHARK 6 Premium PHEV

29.58 kWh | 100 km (NEDC) | Utility

26 min | $57,900



SHARK 6 Performance PHEV

29.58 kWh | 80 km | Utility

26 min | $62,900

MERCEDES-BENZ



eVito panel van 112 LWB BEV

60 kWh | 283 km | Van

35 min | $98,951



eVito Tourer 129 MWB BEV

90 kWh | 430 km | MPV

45 min | $137,515



eSprinter Panel Van 420 MWB BEV

81 kWh | 264 km | Panel Van

32 min | $104,864



eSprinter Panel Van 420 LWB BEV

113 kWh | 359 km | Panel Van

42 min | $121,593

VOLKSWAGEN



ID. Buzz Pro LWB

BEV

86 kWh	452 km	People Mover
26 min	7.9 sec	$80,990



ID. Buzz Pro SWB

BEV

79 kWh	422 km	People Mover
26 min	7.6 sec	$75,990



ID. Buzz GTX

BEV

86 kWh	450 km	People Mover
26 min	6.4 sec	$104,990



ID. Buzz Cargo

BEV

79 kWh	431 km	Van
26 min	-	$69,990



Transporter Van

BEV

70 kWh	286 km	Van
38 min	-	$83,590



Transporter Van

BEV

70 kWh	284 km	Van
38 min	-	$85,590

For a further list of EVs available in Australia, please visit our friends at zecar: https://zecar.com/electric-vehicles

Electric Trucks

FUSO



eCanter 515 Rigid-light BEV

Tare (t) 2.7	GVM (t) 4.5	GCM (t) 4.5 (1.5T towing with lower GVM)
Payload (t) 1.8	Steer Axle (max. t) 2.6	Axle Configuration 4x2
Battery 41.3 kWh	Range (loaded) <100km	DC Charge (h) 0.6



eCanter 615 Rigid-med BEV

Tare (t) 3.2	GVM (t) 6	GCM (t) 6 (1.5T towing with lower GVM)
Payload (t) 2.8	Steer Axle (max. t) 2.6	Axle Configuration 4x2
Battery 83 kWh	Range (loaded) <150km	DC Charge (h) 0.73



eCanter 818 Rigid-med BEV

Tare (t) 3.3	GVM (t) 7.5	GCM (t) 7.5 (1.5T towing with lower GVM)
Payload (t) 4.3	Steer Axle (max. t) 3.1	Axle Configuration 4x2
Battery 83 kWh	Range (loaded) <150km	DC Charge (h) 0.73



eCanter 918 Rigid-med BEV

Tare (t) 3.5	GVM (t) 8.5	GCM (t) 8.5 (1.5T towing with lower GVM)
Payload (t) 5	Steer Axle (max. t) 3.4	Axle Configuration 4x2
Battery 83 kWh	Range (loaded) <150km	DC Charge (h) 0.73



eCanter 918 Long Range Rigid-med BEV

Tare (t) 4	GVM (t) 8.5	GCM (t) 8.5 (1.5T towing with lower GVM)
Payload (t) 4.5	Steer Axle (max. t) 3.4	Axle Configuration 4x2
Battery 124 kWh	Range (loaded) <240km	DC Charge (h) 1.3

MOV3MENT

For a further list of electric trucks available in Australia, please visit our friends at MOV3MENT

MERCEDES-BENZ



eActros 300 Rigid-heavy

BEV

Tare (t)	GVM (t)	GCM (t)
8.2	19	19
Payload (t)	**Steer Axle (max. t)**	**Axle Configuration**
10.8	8	4x2
Battery	**Range (loaded)**	**DC Charge (h)**
336kWh	<300km	1.25



eActros 300 Rigid-heavy

BEV

Tare (t)	GVM (t)	GCM (t)
9.6	27	27
Payload (t)	**Steer Axle (max. t)**	**Axle Configuration**
17.4	7.1	6x2
Battery	**Range (loaded)**	**DC Charge (h)**
336 kWh	<300km	1.25



eActros 300 Prime Mover

BEV

Tare (t)	GVM (t)	GCM (t)
8.4	19	40
Payload (t)	**Steer Axle (max. t)**	**Axle Configuration**
10.6	8	4x2
Battery	**Range (loaded)**	**DC Charge (h)**
336 kWh	<220km	1.25



eEconic Rigid-heavy

BEV

Tare (t)	GVM (t)	GCM (t)
9.2	27	27
Payload (t)	**Steer Axle (max. t)**	**Axle Configuration**
17.8	8	6x2
Battery	**Range (loaded)**	**DC Charge (h)**
336 kWh	<150km	1.25

HYUNDAI



Mighty Electric Rigid-light

BEV

Tare (t)	GVM (t)	Payload (t)
3.25	7.3	4.1
Steer Axle (max. t)	**Axle Configuration**	**Battery**
2.3	4x2	115kWh
Electric Range	**Charge time (20-80%)**	
<200km	71min	

VOLVO



FL Electric 4x2 Rigid

BEV

Base Spec Tare (t)	Wheelbase (mm)	GVM (t)
6.5	3800–6500	18.6
GCM (t)	**Steer Axle (max. t)**	**Battery**
18.6	7.1	280–375 kWh
Range (loaded)	**DC Charge (h)**	
<450km	2.3	

*Also available in *Lightweight* model



FE Electric 4x2 Rigid

BEV

Base Spec Tare (t)	Wheelbase (mm)	GVM (t)
7.7	4300–6100	19
GCM (t)	**Steer Axle (max. t)**	**Battery**
19	8	280–375 kWh
Range (loaded)	**DC Charge (h)**	
<275km	2.3	



FE Electric 6x2 Rigid

BEV

Base Spec Tare (t)	Wheelbase (mm)	GVM (t)
9	4300–6100	26
GCM (t)	**Steer Axle (max. t)**	**Battery**
26	8	280–375 kWh
Range (loaded)	**DC Charge (h)**	
<275km	2.3	



FM Electric 6x4 Rigid

BEV

Base Spec Tare (t)	Wheelbase (mm)	GVM (t)
10.3	4000–5600	33
GCM (t)	**Steer Axle (max. t)**	**Battery**
65	10	360–540 kWh
Range (loaded)	**DC Charge (h)**	
<470km	2.5	



FM Electric 6x4 Prime Mover

BEV

Base Spec Tare (t)	Wheelbase (mm)	GVM (t)
12.1	3950	33
GCM (t)	**Steer Axle (max. t)**	**Battery**
65	10	450–540 kWh
Range (loaded)	**DC Charge (h)**	
<470km	2.5	



FM Electric 8x4 Rigid

BEV

Base Spec Tare (t)	Wheelbase (mm)	GVM (t)
11.5	4000–5600	43
GCM (t)	**Steer Axle (max. t)**	**Battery**
65	10	360–540 kWh
Range (loaded)	**DC Charge (h)**	
<470km	2.5	



FMX Electric 6x4 Rigid

BEV

Base Spec Tare (t)	Wheelbase (mm)	GVM (t)
10.4–11.5	4000–5600	33–43
GCM (t)	**Steer Axle (max. t)**	**Battery**
65	10	360–540 kWh
Range (loaded)	**DC Charge (h)**	
<470km	2.5	



FMX Electric 6x4 Prime Mover

BEV

Base Spec Tare (t)	Wheelbase (mm)	GVM (t)
12.1	3950	33
GCM (t)	**Steer Axle (max. t)**	**Battery**
65	10	450–540 kWh
Range (loaded)	**DC Charge (h)**	
<470km	2.5	



FH Electric 6x4 Prime Mover

BEV

Base Spec Tare (t)	Wheelbase (mm)	GVM (t)
12.1	3950	33
GCM (t)	**Steer Axle (max. t)**	**Battery**
65	10	450–540 kWh
Range (loaded)	**DC Charge (h)**	
<470km	2.5	

Appendix E — EVSE Charging Products

In 2026, the Electric Vehicle Council is showcasing some of the exciting charging products our members are bringing to the Australian market.

This focus on Electric Vehicle Supply Equipment (EVSE) reflects a growing appetite from Australian drivers to access easy, convenient, fit-for-purpose charging solutions that fit seamlessly into their lifestyle.

Each of the EVC's charger manufacturers has nominated up to 6 of their products to spotlight in State of EVs for the first time. The below is a small snapshot of their EVSE offering and the list is not representative of the entire industry's product range.

The EVC recommends doing your homework on the charging solution that works best for you and shopping around for the best deals in your area. Only ever use a certified EVSE installer for your EVSE solution.



Max Charging Power (kW) Connector type Typical range added in 30 minutes*

ABB



C50 DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes*
50 kW	2 CCS	~130 km/30*

- 21.5" HD touchscreen display
- 96.5% efficiency
- IP54 rated enclosure

Best for: Workplace, Retail, Hospitality, Fleet, Kerb



A200 DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes*
200 kW	2 CCS	~500 km/30*

- 32" HD display
- field-upgradable to 400 kW
- Dynamic power sharing

Best for: Ultra-fast charge, Hubs, Retail, Fleet



A300 DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes*
300 kW	2 CCS	~750 km/30*

- 32" HD display
- 97% efficiency
- field-upgradable to 400 kW

Best for: Ultra-fast charge, Hubs, Highway corridors



A400 DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes*
400 kW	2 CCS	~1000 km/30*

- 32" HD display
- 97% efficiency
- IP54 rated enclosure

Best for: Ultra-fast charge, Hubs, Highway corridors, High-throughput sites



OM M-Series (M200/M400/M800/M1200) DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes*
1200 kW	Up to 24 CCS, MCS	~3000 km/30*

- 97% efficiency
- modular scalable architecture (200-1200 kW)
- 625 kW/m² power density

Best for: Ultra-fast charge hubs, Highway corridors, Large-scale depots, Fleet



OM X-Series (X800/X1600) DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes*
1600 kW DC	Up to 24 + CCS, MCS	~3000 km/30*

- 98% efficiency
- modular scalable architecture (800-1600 kW)
- Liquid Cooled Power Modules
- IP65 rating

Best for: Ultra-fast charge hubs, Highway corridors, Large-scale depots, Fleet

*Indicative range charging from 20% state of charge which is highly variable and dependent on Electric Vehicle's battery: size, efficiency, chemistry, age, charging curve, maximum charging rate, battery management system capabilities, ambient temperature, and electric vehicle's energy consumption rate in kWh/100km.

AUTEL



AC Compact 2 – 7kW AC

7.4kW	type 2 AC socket outlet / type 2 AC tethered cable	55 km/30*

- Cost-effective and user-friendly, making it an ideal solution for residential applications.
- One-click module replacement for fast and simplified after-sales maintenance.
- Built-in CT Port, Advanced energy management features, including Adaptive Load Management (ALM) and Dynamic Load Balancing (DLB).

Best for: Home



AC Single 22 – Digital Screen AC

22kW	type 2 AC socket outlet / type 2 AC tethered cable	55 km/30*

- Auto-charge & Plug & Charge (enhances user experience)
- Dual platform access (enables AUTEL maintenance cloud while connected to a 3rd-party OCPP platform)
- One-click module replacement for fast and simplified after-sales maintenance.

Best for: Home / Public



AC Ultra Street

22kW x2	type 2 AC socket outlet	55 km/30*

- Compact and durable charger designed for public & street-side deployment.
- Weatherproof design suitable for outdoor environments
- Supports advertising / display options

Best for: kerbside, Shopping Mall



DH120 DC

120kW	2 x CCS2 or 1 x CCS + 1 x CHAdeMO	300 km/30*

- Dual SIM (4G/5G optional), WiFi Mesh networking, network redundancy with 99% uptime
- Fully modular, plug-and-play design with key components replaceable by a single person
- Compact footprint

Best for: kerbside, Shopping Mall



DT300 (Dispenser) DC

300A	1 x CCS2	-

- Small footprint single port dispenser
- 300A cable dedicated for fleet charging
- Overhead/underground/wall-mount/ pedestal suit anywhere

Best for: ultra fast charge, hub



DS600L + DT500 + DT800 – 600 kW split-type DC charging system

600kW	12 x CCS2	750 km/30*

- Suitable for extreme environments such as coastal, mining, and remote areas with limited or no local after-sales support
- Fully liquid-cooled power module system
- C5-M protection rating, designed for up to 15 years lifespan

Best for: ultra fast charge, hub

DELTA ELECTRONICS



Delta AC Max

Max Charging Power (kWh)	Connector type	Typical range added in 30 minutes*
22 kW	type 2 AC (tethered & untethered)	~60 km /30*

- Delta AC Max mobile app
- Protection IP55 & IK09
- RFID

Best for: Home & Office Car Park



Delta DC Wallbox 50

Max Charging Power (kWh)	Connector type	Typical range added in 30 minutes*
50 kW	2 x CCS2, 1 x AC (CHAdeMO, AC type 2 option)	~140 km /30*

- 7in LCD Display
- Protection IP55 & IK10
- Wall & Pedestal Mountable

Best for: Car Parks, Depots, Office



NHP RapidPost 50

Max Charging Power (kWh)	Connector type	Typical range added in 30 minutes*
50 kW	2 x CCS2	~140 km /30*

- Kerbside Pole Mountable,
- 7in LCD Display
- Protection IP55 & IK10

Best for: Kerbside Pole Mounted, Street Parking



Delta DC Slim 100

Max Charging Power (kWh)	Connector type	Typical range added in 30 minutes*
100 kW	2 x CCS2	~240 km /30*

- 7in LCD Display
- Protection IP55 & IK10
- Autocharge

Best for: QSR's, Car Parks, Logistics Fleet



Delta DC City Charger 200

Max Charging Power (kWh)	Connector type	Typical range added in 30 minutes*
200 kW	2 x CCS2	~350 km/30*

- 7in touch LCD panel
- Protection IP55 & IK10
- ISO 15118 PnC

Best for: QSR's, Service Stations, Logistics Fleet, Mobility Hubs



Delta DC HPC 350

Max Charging Power (kWh)	Connector type	Typical range added in 30 minutes*
350 kW	2 x CCS2	~450 km/30*

- 7in LCD Display
- Protection IP55 & IK10
- Liquid cooled cable

Best for: Service Station, Logistics Fleet, Mobility Hubs, Ultra Fast Charging Highway Corridors

*Indicative range charging from 20% state of charge which is highly variable and dependent on Electric Vehicle's battery: size, efficiency, chemistry, age, charging curve, maximum charging rate, battery management system capabilities, ambient temperature, and electric vehicle's energy consumption rate in kWh/100km.

KEMPOWER



Satellite DC

400 kW	1/2 CCS2 & CHAdeMO	200-400km

- Premium cable management
- Compact footprint
- IP54, IK10 (IK09 for the payment terminal)

Best for: Fleet depots, public fast charging



Mega Satellite Dual CCS2 DC

560 kW	2 CCS2	400-600km

- Dual 700 A Simultaneous Charging
- Up to 560 kW High-Power Charging
- IP54, IK10 (IK09 for the payment terminal)

Best for: Truck charging, commercial fleets



Mega Satellite Flex DC

1200/560 kW	2 MCS/CCS2	400-600km

- Dual MCS & CCS Charging
- Cable reach 5 m for CCS and 2.7 m for MCS
- IP54, IK10 (IK09 for the payment terminal)

Best for: Truck charging, commercial fleets, mixed fleets



Power Unit DC

1200 kW	1/2 CCS2 & CHAdeMO	200-400km

- Up to 1.2 MW Charging Capacity
- 25 kW Granularity Dynamic Power Routing
- IP54, IK10, NEMA 3R

Best for: Fleet depots, public fast charging



Chargeye-Distributed Charging System DC

Kempower ChargEye is designed to give charging operators complete visibility and control over their EV charging infrastructure through a single cloud-based platform. Rather than managing chargers individually, operators can monitor performance, remotely diagnose issues, optimise charging and analyse network performance in real time.

The main benefit is improved operational efficiency. By enabling remote monitoring and troubleshooting, ChargEye helps maximise charger uptime, reduce maintenance costs and minimise downtime for drivers. ChargEye's smart charging and power management capabilities help operators make better use of available grid capacity, optimise charging performance and reduce energy costs. Its built-in analytics provide insights into charger utilisation, energy consumption and network performance, enabling data-driven operational and investment decisions.

ChargEye is especially suitable for public charging networks, commercial charging sites and electric bus or truck fleets, helping organisations deliver a more reliable charging experience while improving the overall performance and profitability of their charging operations.

SCHNEIDER ELECTRIC



Schneider Charge Pro AC

22kW | T2 Shutter OR 7m Tethered Cable | ~55-75km

- Embedded Connectivity (Ethernet/Wi-Fi/4G Modem)
- IP55
- 7m tethered cable

Best for: Residential Buildings, Fleet at Home Applications



EVlink Pro AC

22kW | T2 Shutter OR 5m Tethered Cable | ~55-75km

- Embedded Connectivity (Ethernet/4G Modem)
- IP55, RFID access control

Best for: Office Buildings, Hospitals, Retail, Hotel, Airport, Train Station and Car Parks



EVlink Pro DC 60 V2

60kW | 2 CCS2 | ~160-180km

- Embedded Connectivity (Ethernet/Wi-Fi/4G Modem)
- Supports AutoCharge
- Dynamic Simultaneous Charging

Best for: Commercial and Industrial Buildings, Fleet Depots



EVlink Pro DC 180 V2

180kW | 2 CCS2 | ~250-400km

- Embedded Connectivity (Ethernet/Wi-Fi/4G Modem)
- Supports AutoCharge
- Dynamic Simultaneous Charging

Best for: Commercial and Industrial Buildings, Fleet Depots



EVlink Pro DC 320

320kW | 2 CCS2 | ~300-450km

- Embedded Connectivity (Ethernet/Wi-Fi/4G Modem)
- Supports AutoCharge
- Dynamic Simultaneous Charging

Best for: Commercial and Industrial Buildings, Fleet Depots



EVlink Pro DC 720 (Power Cabinet + Dispenser)

720kW | 12 CCS2 | ~250-400km

- Embedded Connectivity (Ethernet/Wi-Fi/4G Modem)
- Supports AutoCharge
- Dynamic Simultaneous Charging

Best for: Fleets and Commercial Buildings

Max Charging Power (kW) | Connector type | Typical range added in 30 minutes

STAR CHARGE



Artemis AC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes
7kW & 22kW	1 x Type 2	7kW: ~20-30 km 22kW: ~55–73 km (50–60kWh battery estimate)

- IP65/IK10
- OCPP 2.0.1 Available
- APP + RFID + 4G/Wi-Fi/Ethernet/ Bluetooth

Best for: Residential, workplace, destination charging and small commercial sites



Halo V2G

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes
7.4kW & 11kW	1 x CCS2	7.4kW DC: ~19–25 km, 11kW DC: ~28–37 km (50–60kWh battery estimate)

- 200-920Vdc ultra-wide voltage range
- ISO 15118-20 bidirectional charging
- ≥96% efficiency

Best for: Residential V2G, workplace energy management, small commercial sites



Jupiter V3 DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes
60kW	2 x CCS2	60kW DC: ~150–200 km

- IP55/IK10
- Dual CCS2 up to 200A
- Compact all-in-one design; 95% efficiency

Best for: Urban public charging, retail and commercial car parks, workplaces and fleet top-up charging



Titan V5 DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes
120kW & 180kW & 240kW	2 x CCS2	120kW DC: ~300–400 km 180kW DC: ~450–600 km 240kW DC: Range added depends on the vehicle's maximum charging rate. 50–60kWh battery estimate

- IP55/IK10
- Dual CCS2 up to 300A
- Up to 96.5% efficiency

Best for: Highway service centres, public fast-charging hubs, commercial fleet depots and high-traffic sites



Nova V5 + Hydrus Pro DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes
480kW	Max 12 x CCS2	Rated 400A, 400kW: Range added depends on the vehicle's maximum charging rate. Boost 600A, 600kW: Range added depends on the vehicle's maximum charging rate.

- Modular 480kW power architecture
- Supports up to 12 connectors
- Hydrus Pro 400A rated / 600A boost

Best for: Heavy-duty fleet depots, bus and truck terminals, logistics centres and high-power highway charging hubs



Nova V4 + Hydrus Pro DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes
720kW	Max 12 x CCS2	Rated 400A, 400kW: Range added depends on the vehicle's maximum charging rate. Boost 600A, 600kW: Range added depends on the vehicle's maximum charging rate.

- Modular 720kW power architecture
- Supports up to 12 connectors
- Hydrus Pro 400A rated / 600A boost

Best for: Heavy-duty fleet depots, bus and truck terminals, logistics centres and high-power highway charging hubs

Max Charging Power (kW) Connector type Typical range added in 30 minutes

TESLA



Gen3 Wall Connector AC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes
22 kW	Type-2	37.5 km/30*

- *up to 32A charging
- Flexible power output
- Wi-fi Connected
- Power sharing
- Longer tethered cable

Best for: Home, Office, Retail–Longer dwell



V4 Supercharger DC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes
500kW @480V & 414kW @400V	1 CCS2	282 km /15-45*

- Supports global charging standards
- Unparalleled ergonomics and performance
- Universal cable reach

Best for: Retail, stop & charge locations, fleets & Semi charging

NOX ENERGY



Intelligent Power Socket (IPS) AC

Max Charging Power (kW)	Connector type	Typical range added in 30 minutes
3.4kW	1 general power outlet	10km

- Cloud-based load management
- Bluetooth connectivity
- $0 subscription or maintenance fees

Best for: residential and commercial strata; Workplace charging

State of Electric Vehicles

2026

ELECTRIC VEHICLE COUNCIL



Tenth Anniversary Edition