



LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

STANDING COMMITTEE ON PLANNING, TRANSPORT, AND CITY SERVICES
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Submission Cover Sheet

Inquiry into electric vehicle (EV) Adoption in the ACT

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ACT Government has taken a leading role in supporting Government should be commended to so many of the actions already taken to support reduction of emissions and supply of renewable electricity. The benefits are becoming apparent.

I also acknowledge actions that support and encourage uptake of electric vehicles of many modes within the ACT including the nation-leading step to ban sales of new petrol and diesel cars in 2035. I believe that the switch may be largely completed by then, however it is a very valuable message to send to all sections of the ACT community.

It is heartening to see so many local entities supporting bold moves to electrification and collaboration with local, national and international bodies. I participated in the last round of ACTEW AGL community panels completed this week, and see the support for ACT Government commitments and collaboration with organisations like Rewiring Australia.

ACT has proven fertile ground for the uptake of electric vehicles likely due to the high levels of technical literacy, higher than national average incomes and clear commitment to climate action.

Electric vehicles are not only cars. ACT has more than 20 different modes of electric mobility some of which have been in place for many years. As the transition evolves the relationship between the different types of publicly available modes will change.

A comment on road user charges

During the transition to primarily electric vehicles application of charges should be undertaken slowly. Numerous factors need to be taken into account eg fuel excise is not hypothecated to road maintenance. Consensus amongst electric car owners I have communicated with is that a road user charge would be reasonable and fair if all car owners were charged along the same lines. As the system exists there are multiple levels of overlap with general taxes contributing to the fossil fuel industry, GST paid on vehicles and electricity, and distance travelled outside of the states where road user charges apply being charged. The system needs to be much simpler, consistent across Australia, and sensible.

General comments

- 🗣️ ACT Government could **work closely with federal government agencies** to support and encourage further installation of infrastructure to support more rapid uptake of multiple modes of electric vehicles in the territory
- 🗣️ ACT Government should continue to support, fund and contribute to **promotions and events** in ACT and the region in collaboration with local and national bodies
- 🗣️ Establish **standards for operation** of public chargers with service guarantees for reliability and prompt service and repair.
- 🗣️ Thought should be given to installation of chargers in multiples at fewer locations as preference over single units more widely spread. This would mean lower installation costs, more likelihood of finding an operational charger at any given location and greater ease in finding the stations
- 🗣️ Adoption of **smaller modes of electric vehicle** should be encouraged with availability of charging and maintenance stations, facilitates for storage of vehicles and end-of-trip personal storage and bathroom facilities.
- 🗣️ **Signage** for electric car charging stations is very poor. Standalone signage or signs in addition to existing street signage is important for **road safety and convenience**. An app directing drivers to

a charging station may not be accurate or clear enough. Drivers as the sole occupants of cars need accurate and accessible information without having to rely on a passenger or repeated reference to an app.

- Public charging stations should be **protected from ICE-ing** - the name given to parking a non-EV in a spot where a charger is available. Parking of an electric car in a charging space while not charging should also be strongly discouraged. Hopefully this will only be required in the short term
- **Information for multi-unit developments** and management committees with accurate information about electric cars, specifically the likelihood of fires (much lower than ICEV) and the cost of charging a vehicle (much lower than fuel and easy to calculate)
- Government to support and promote information that **encourages installation of publicly available charging** equipment by organisations operating within ACT. All businesses with stand-alone premises should be sent information about the process of installing charging equipment and related permissions and issues
- Attention needs to be given to the likelihood of **vehicle-to-grid, vehicle-to-home** and **vehicle-to-load** capabilities to be available in models coming to Australia. Making power available for use at times and locations that support the grid and offer levels of convenience and efficiency has the potential for high levels of efficiency and convenience, to enhance lives, and to eliminate emissions in situations where a generator may be used.
- Tesla chose to support their vehicles by building a supercharger network. This provides a much better experience to Tesla owners. While Tesla has stated they will open the supercharger network to other brands, Tesla owners have contributed to the network, there are logistics involved and if any pressure to increase the availability of charging is to be put on manufacturers, it is **other manufacturers** that should be expected to support the installation, operation and maintenance of charging stations in some way.
- Special emphasis should be put on promotion of electric vehicles to women and families.
 1. Cleaning up the air children breath by removing vehicle fumes as much as possible will have immediate personal and health benefits. Overseas studies and multiple campaigns highlight the damage air pollution does.
 2. Ease of use and charging at home anecdotally improve the car user experience. No longer needing to drive to a petrol station (avoiding fumes), leaving children in the car will be a bonus to so many families. The ease of budgeting and paying to power a car in a quarterly electricity bill will be a major improvement for many - on top of the significant savings
 3. Inherent and additional safety features of electric vehicles will result in improved road safety - especially important to families
 4. Reduction in servicing requirements will mean savings in time as well as money. Greater reliability of electric motors will mean fewer, possibly highly distressing and dangerous situations for people without mechanical knowledge or experience.

🗣️ *Importantly, focus needs to remain on*

1. *the **likelihood to rapid acceleration of electric vehicle uptake** and the urgent need to have publicly available infrastructure to support charging in public places. While most charging of an electric car will be done at home, workplace charging and charging for visitors to Canberra needs to be increasingly available*
2. *Uptake and ongoing development of electric vehicles will result in **major changes in the way people move**, ushering in more connected, shared and autonomous modes and decrease in personal ownership of cars. There are many implications for road user related education, training and management. This will impact the ACT organisationally and financially with, I believe, a positive overall and increasing benefit.*

As the usability, convenience and economic benefits of electric vehicles of all kinds becomes more apparent and data relating to the efficiency and longevity of different types decision making will become easier.

Range anxiety is much less of a problem than the lack of charging infrastructure. With proliferation of places to charge will come confidence to travel further.

Supply will increase and cost of electric cars will decrease rapidly over the coming months - quicker than many people imagine.

Tesla Owners Club of Australia has completed a survey of our membership in conjunction with the Electric Vehicle Council. When the report is released in the next few weeks a copy will be provided to the committee. The report challenges many of the myths around electric car ownership in Australia including range anxiety, cost of ownership, charging and driving patterns.

Adele Craven

September 2022

Personal submission (also member of Tesla Owners Club of Australia national committee in advocacy role)