



LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

STANDING COMMITTEE ON PLANNING, TRANSPORT, AND CITY SERVICES
Ms Jo Clay MLA (Chair), Ms Suzanne Orr MLA (Deputy Chair),
Mr Mark Parton MLA

Submission Cover Sheet

Inquiry into electric vehicle (EV) Adoption in the ACT

Submission Number: 31

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From: David Liversidge [REDACTED] >
Sent: Friday, 5 August 2022 2:40 PM
To: LA Committee - PTCS <LACommitteePTCS@parliament.act.gov.au>
Subject: Submission to the Inquiry into EV Vehicle Adoption in the ACT

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To: The Chair of the Standing Committee on PLanning, Transport and City Services, MS Jo Clay MLA

Submission by:

David Liversidge, [REDACTED]
[REDACTED]

My residence is one of 9 similar adjoining buildings that form part of a Body Corporate, [REDACTED], [REDACTED].

They are now almost 50 years old since construction in the mid 1970's and my wife and I (both retired) are seeking to renovate and update No [REDACTED], the town house that we own.

We are seeking to downsize from a larger house but have encountered a number of problems in our attempt to lower our carbon footprint. We have first tried to do this by improving the insulation and comfort levels of the house through double glazing, passive solar design, and more efficient appliances. Most recently, we have also removed gas fired heating and purchased a plug in hybrid electric car.

Absence of Fast Chargers at service stations, town centres and at tourist related facilities:

We frequently travel into Canberra from 50 km away, and after doing various forms of business, we travel on again after a short break. The absence of fast charging facilities for EV's in the ACT town centres is noticeable. It forces us to use the petrol side of the hybrid car configuration more than we would like in order to achieve a low carbon footprint. For example, there was a fast charging facility in Belconnen Markets but this has now been removed and it is only very recently that a clearly marked and available fast charger in Civic has become available. I have used this charger several times (or tried to use it without success on some occasions also) and notice that one charging station is not sufficient when several EV owners are trying to use it. It also means that it is difficult to build the confidence for the use of electric only vehicles which we hear is the objective of the ACT Government.

There are frequent conflicts of interest as one user or another seeks to use the only available fast charger. When charging recently at Goulburn fast charger (CCS2 and Chademo) I noticed that there are three fast charger stands and this is much more satisfactory than the current situation for all but Tesla users in Canberra. I have been told by tourists to Canberra that when they try to use the Dairy Flat Road charger it is frequently broken. This is a serious problem for tourists using (non Tesla) electric cars when visiting Canberra from interstate. Hotels too should be encouraged to make charging facilities available for their overnight guests.

Improved Power Distribution Infrastructure:

Our move to increase the energy efficiency of our town house in Belconnen and to reduce its carbon footprint, involves not only the capability to charge electric vehicles but also the possibility of using more PV sourced electricity stored and available for vehicle charging or for vehicle to house electricity supply at peak periods. The cabling of our house is single phase, a common situation, and not three phase supply. This means that our choice of technologies to use stored electricity is more constrained or less capable. Once we obtain an all electric vehicle, we will not be able to charge it as fast as we might like on the occasions that we arrive home late at night and have to leave again early in the morning.

Thinking about the electricity supply to all 9 units of our Unit Plan. Our complex of buildings requires some general upgrading of its electrical supply so that all residents could charge their vehicles as well as meeting the peak usage demand that exists at the present time.

It is a common frustration that the EV car industry in Australia and most countries world-wide apparently lacks a common fast charging plug but there are several including Tesla, CCS2 and Chademo that currently compete, through the use of adaptors, for the use of the few available fast charging outlets available in the ACT.

The installation of more CCS2 and Chademo charging units (such as NRMA are installing) are Australian manufactured and could be installed in multiple blocks in ACT town centre locations. These chargers would also be available to Tesla owners who can readily obtain an adaptor to enable their use. Since this offers Tesla owners a faster charge speed than the normal Tesla charger this option is apparently preferred by many Tesla owners for this reason.

To conclude:

I would be happy to meet with the Committee or individual representatives if there is the opportunity to do so because there are many changes that need to be made in order to make an effective transition to electric vehicles and general energy supply.

Best regards

David Liversidge

5 August 2022