



**LEGISLATIVE ASSEMBLY**  
**FOR THE AUSTRALIAN CAPITAL TERRITORY**

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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 EV Vehicle Adoption in the ACT

**Submission Number: 18**

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Standing Committee on Planning, Transport and City Services  
Legislative Assembly for the Australian Capital Territory

**RE: Inquiry into EV vehicle adoption in the ACT**

Dear committee members

The Australian Trucking Association is a united voice for our members on trucking issues of national importance. Together, we represent the 50,000 businesses and 200,000 people who make up the Australian trucking industry.

The transport sector is undergoing a transformation that is changing the way we drive cars, transport goods, and receive deliveries. The importance of our freight sector means that it cannot be left behind in the electrification of transport that is happening in Australia and globally.

But the adoption of electric trucks faces significant challenges. In January 2022, the ATA and the Electric Vehicle Council released a joint report into the barriers to electric truck adoption and a series of proposed recommendations to address them. **This report and its recommendations are attached.** The report was based on a series of industry workshops including trucking operators, truck manufacturers, and stakeholders involved in electric vehicle recharging infrastructure.

The Australian Capital Territory is uniquely placed to be a leader in the electrification of trucks. Urban transport tasks represent the best opportunity to accelerate truck electrification in the short term, and the ACT is a predominantly urban jurisdiction.

Public debate on reducing heavy vehicle emissions is often focused on deploying hydrogen fuel cell electric vehicles. Whilst there is a clear role for hydrogen, the commercial availability from major manufacturers of hydrogen fuel cell electric trucks is not expected until the second half of this decade. In contrast, electric trucks are available now.

Australia's truck fleet is made up of approximately 500,000 rigid trucks and 100,000 articulated trucks. Around two thirds of the freight task for rigid trucks is in urban regions, whilst around two thirds of the freight task for articulated trucks is in non-urban regions. Rigid trucks are smaller, carry less freight, and have a higher utilisation in urban areas, providing an immediate investable opportunity for electrification.

25 National Circuit, Forrest ACT 2603

P 02 6253 6900 E [ata@truck.net.au](mailto:ata@truck.net.au) W [www.truck.net.au](http://www.truck.net.au) ACN 055 583 714 ABN 25 055 583 714

**Safety. Professionalism. Viability.**

I draw the attention of the committee to the following recommendations from the ATA/EVC report—

- Working with the Commonwealth and the states, the ACT should support regulatory changes to increase truck width, increase steer axle mass, and mandate Euro VI and equivalent emission standards for diesel heavy vehicles
- Ensure electric and zero emission trucks are exempt from truck curfews in the ACT
- Make available an incentive payment for truck depots, warehouses and customer sites to install electric truck recharging infrastructure
- Plan and develop publicly available electric truck recharging infrastructure and parking facilities at locations where electric trucks may need to recharge
- Make available an upfront purchase price incentive for electric and zero emission trucks, to remove one of the main barriers to electric truck adoption. Ideally, this incentive should be in partnership with the Commonwealth and could be modelled on California's Hybrid and Zero Emission Truck and Bus Voucher Incentive Project (HVIP)<sup>1</sup>
- Exempt electric and zero emission trucks from stamp duty (noting this should be in addition to an upfront purchase incentive, not in place of it).

### **Adopting the Global Memorandum of Understanding (MoU) for Zero Emission Medium and Heavy Duty Vehicles**

In addition to the above recommendations, the ACT should encourage the Australian Government to adopt the Global Memorandum of Understanding (MoU) for Zero Emission Medium and Heavy Duty Vehicles (ZE-MHDVs) with a ZE-MHDV sales goal of—

- 30 per cent by 2030
- 100 per cent by 2040.

The ATA has formally endorsed the MoU / ZE-MHDV sales goal, which represents the new global standard on zero emission trucks announced at COP26 and has been adopted by Canada, New Zealand, the United Kingdom and other nations. Australia should adopt this goal and the ACT should adopt a plan to achieve the targets, or we will fall behind in reducing transport emissions. The Global MoU was developed to align with the Paris Agreement.

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<sup>1</sup> More detail is available at <https://californiahvip.org/> and at <https://globaldrivetozero.org/publication/voucher-incentive-programs-a-tool-for-clean-commercial-vehicle-deployment/>

That we are not on track to achieve the ZE-MHDV sales goals (based on current sales figures) illustrates the pressing case for further action and incentives from governments.

### **Green hydrogen and hydrogen fuel cell electric trucks**

Zero emission trucking will require a mix of technologies – including both electric and hydrogen fuel cell electric vehicles. Hydrogen will likely be better suited to transport tasks over longer distances and with heavier payloads.

In addition to our recommendations above and in the attached report on truck electrification, the ATA recommends that for green hydrogen the ACT should—

- link up with the NSW, Victorian and Queensland planning for hydrogen highways
- ensure zero emission truck incentives include both electric and hydrogen fuel cell vehicles in their eligibility
- work to bring a hydrogen truck pilot to the ACT in co-ordination with NSW.

I can be contacted at [REDACTED] or on [REDACTED] if you would like to discuss these issues further.

Yours sincerely

[REDACTED]

Samuel Marks  
Senior Adviser, Infrastructure and Sustainability

29 June 2022