



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

Submission Number: 52.1

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Key Perspectives from “The Parade”

for discussion at 1 March EV Hearings
(offered by Robin Eckermann representing The Parade)

1. The absence of *in-situ* charging infrastructure and the cost of retro-fitting it in existing apartment complexes poses a significant threat to realisation of the Government’s emission reduction targets.
2. For medium-to-large complexes, enabling charging to individual parking spaces involves a significant flag-fall cost (eg: \$100-200K) for the necessary base infrastructure. The nature of the base infrastructure will differ depending on the building, the accessibility of unit-owners' meters etc – but it represents an up-front cost that must be incurred before any charge-points can be deployed.
3. Once the base infrastructure is in place, individual charge points can be added at a cost of \$3-6K per charge-point. Such costs could reasonably be recovered from EV owners.
4. There is an understandable reluctance of (*the majority of*) non-EV owners to support any upfront body corporate investment in the base infrastructure that is needed. In the longer term, the cost of this infrastructure *may* be recoverable from EV owners where the body corporate is able to add an appropriate margin to the cost of communal power.
5. To be meaningful, any grants or interest-free loans need to have a scaling element - for example, \$x per living unit, possibly with upper and/or lower caps.
6. The adequacy of power supply to meet additional EV demands in MDUs is in question - though with uniform charge-points that implement appropriate load-balancing protocols, available capacity can be shared equitably and would support overnight trickle charging to satisfy most commuter's needs.
7. Significant expansion of the array of user-pays public charging stations in the neighbourhood of high-density precincts such those along Constitution Avenue will help to support EV uptake and buy time in getting the necessary long-term infrastructure in place.

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