



**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 electric vehicle (EV) Adoption in the ACT

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**A barrier to EV vehicle uptake in the ACT: The absence of charging facilities in existing apartment buildings (TOR d: the ACT Government's role in providing charging infrastructure)**

Within 10-15 years, access to EV charging in dedicated underground parking places will be needed by each apartment in existing and new multi-apartment buildings, with most of the cost ultimately borne by apartment owners either directly or through contributions to their Sinking Fund.

However, the only-very-gradual uptake of EVs means that demand for such charging will grow exponentially from a low base. The implication is a serious challenge for Owners Corporations to find an affordable solution that is scalable for the increasing demand.

As an apartment dweller who has recently committed to the purchase of an electric vehicle, I have recently approached the Executive Committee (EC) of my Owners Corporation with two options identified for me by an EV charging company:

1. The Executive Committee (EC) of the Owners Corporation approve my installation of a private smart charger to an existing common power distribution board and I cover all installation, EV charger costs and ongoing software licensing fees for the billing software; or
2. The EC instal a shared-use EV charger in the building with billing software integrated. EC would initially fund all installation costs, possibly recouped over time by selling shares in the facility to 5-10 interested apartment owners, along with user payment for the cost of the energy consumed during their charge sessions.

Of these options currently being considered by the EC, Option #1 would meet my personal need for EV charging, but not help address the likely steady increase in demand from residents and guests during the coming years. Also, such EV charging installation by individual apartment owners would obviously fail to realise the expected economies of scale. Option #2 would provide the EC with the opportunity to conduct a relatively inexpensive trial, with the flexibility to meet the expected increase in demand to at least a few electric vehicles of residents and guests within the next 18 months.

Neither of these options is readily scalable to meet the long-term exponentially growing demand. Accordingly, in parallel with any short-medium-term arrangement, the EC will need to engage with a charging company to devise a long-term plan for EV charging for the entire building at a likely cost of order \$1000 per apartment.

The most challenging question for an Owners Corporation is that of the substantial up-front cost for capability that will initially be of use only for a small minority of owners. Accordingly, I note and welcome the plan by the ACT government (*ACT's Zero Emissions Vehicles Strategy 2022-2030*) proposing to introduce in 2023 '\$2000 incentives for installation of EV charging at multi-unit buildings'.

A further initiative worthy of serious consideration would be low-interest loans from the government to Owners Corporations, to promote the development of charging infrastructure and associated uptake of electric vehicles, to be repaid over time as demand for charging grows.

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