LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

COMMITTEE SUPPORT

Standing Committee on Environment, Climate Change and Biodiversity

Inquiry into Annual and Financial Reports 2022-2023
ANSWER TO QUESTION TAKEN ON NOTICE

Asked by Mr Ed Cocks MLA on 13 November 2023: Ms Fiona Wright took on notice the following question(s):

Reference: Hansard [uncorrected] proof transcript 13 November 2023 [PAGE 26-27]

In relation to: ACT EV charging contracts

MR COCKS: The contract which was completed in August 2021 asked the contractor to describe the demand for charging in the ACT. A new contract, which commenced on 25 August, is asking a different company to re-examine the demand for charging with almost identical requirements. Can you explain why the demand for EV chargers had to be re-examined, given that a nearly $200,000 contract was provided almost two years ago, and is the fact you have asked a different company to look into the same issue an admission that the target of 180 chargers by 2025 is not enough to meet demand in the ACT?

Mr Lawton: I am happy to take that question, thank you, Mr Cocks. Yes, that is true. The outcome of the first consultancy was published, as the plan. Like I said in my answer to your first question, it is a relatively fast-moving space, and we thought it was worth looking again. For example, we have had a stronger uptake of zero-emission vehicle purchases in the ACT than we thought. There have also been changes in, I guess, very fast chargers. It is a changing landscape, could be the short answer to that question. I would not be surprised if we were doing this again with vehicle-to-grid charging in mind in two years' time. It is an appropriate thing to do.

MR COCKS: Is there a reason that you are going out to contract on this sort of analysis, rather than having the public service update the existing analysis with new information?

Mr Lawton: It is a good question. We do have a lot of talent within the public service, and the contractors we are working with—sorry, I think I made a mistake in the earlier one. It is not Common Capital for this. It is another company. It is a West Australian company. I will get the name in a second. They are doing some pretty sophisticated modelling of what type of charging and where related to, I guess, car park use, transitway use, energy supply. It is a very specialised area. It is what they do. This is a specialist consultancy that we are having done now, and obviously the public servants at EPSDD are working very closely and meeting with those consultants every week, so that is something that is ongoing.

MR COCKS: Is this a different type of modelling to what was undertaken previously?

Mr Lawton: Yes, it is much more data driven, I would say. The company name is Evenergi, and so I retract the Common Capital. That is another consultancy. I would say it is more data driven than the original one that we did.

MR COCKS: My concern, I guess, is a quick count on ACT contracts websites shows at least five contracts worth around $659,486—that is very specific for "around", I understand—have been put out for tender to inform policy and spending on EV charging. That is more than what is allocated in the 2023-24 budget to actually install public EV chargers. Could you confirm how many contracts the ACT government has entered into that look at ACT's EV charging infrastructure, and the total cost of all of those contracts?

Ms Wright: I think we will take that on notice to make sure that we answer it in completeness, but the two that you have talked about are the two that have happened in recent times that inform our policy. I think just to add to Mr Lawton's response, I think the first outlook was looking at public charging predominantly. This latest requirement is a lot more nuanced. It is a lot more data driven. We are looking now not just on public charging but also behaviours for charging at home, what are the emerging technologies such as vehicle-to-grid, and also what is the best investment for government in this space and what is going to be market driven?

MR COCKS: Thank you for taking that on notice. Along with that, could you also, when you come back, tell me how much the government has actually spent on installing EV chargers?

Ms Wright: Yes, we can.

Mr Shane Rattenbury MLA: The answer to the Member's question is as follows:–

The Environment, Planning and Sustainable Development Directorate has entered into two contracts to inform the ACT's public EV charging needs for a total cost of $359,766 (incl GST):

- '2030 Charging Outlook for Zero Emissions Vehicles Public Charging in the ACT' for analysis and modelling to understand a 2030 Charging Outlook for Zero Emissions Vehicles Public Charging in the ACT was awarded to Deloitte Touche Tomatsu in June 2021- $192,280; and
- 'Electric Vehicle Charging Investment Framework' for a report to deliver analysis and modelling to inform future government investment in public and private electric vehicle (EV) charging in the ACT to 2030 was awarded to Evenergi in August 2023 - $167,486.

As at 15 November 2023, $520,687.50 (ex GST) has been made in payments for the installation of public EV chargers by the ACT Government. A further $866,590.50 is contracted to be paid as further public chargers are installed.

Approved for circulation to the Standing Committee on Environment, Climate Change and Biodiversity

Signature: Date: 21/11/23

By the Minister for Water, Energy, and Emissions Reduction, Mr Shane Rattenbury MLA.