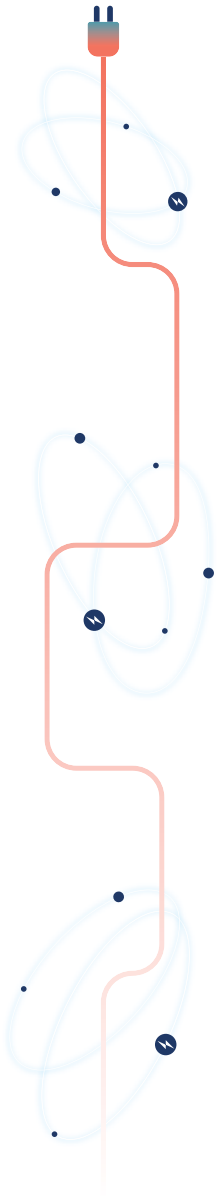




Australian Electric Vehicle Industry Recap 2023



Introduction



The Electric Vehicle Council has compiled an overview of the major electric vehicle (EV) moments for 2023, including EV market highlights, charging infrastructure progress, and policy achievements. This report also includes highlights of some of the key activities of the EV Council over the course of 2023.

Over the course of 2023, yet again the EV market in Australia experienced strong growth in terms of both sales and model availability. While these signs are positive, significant work remains to accelerate adoption to align with Australia’s climate targets, and take further action to address the high cost of transport in this country which is contributing to the current cost of living challenges. Active policy support to decarbonise heavy vehicles is also lagging, with more work required in 2024.

With the recent announcement by the Federal Government of its preferred design for a New Vehicle Efficiency Standard, 2024 is set to be an exciting year ahead, with the opportunity for more Australians over the coming years to have greater choice in efficient car models, and slash their fuel bills.

We welcome the opportunity to continue working with governments, industry and all Australians to help accelerate the electrification of Australia’s transport system.

Light Electric Vehicle Market Highlights



98,436
new EVs purchased during 2023



+180,000
EVs now on Australian roads



8.45%
of all new cars sold are EVs

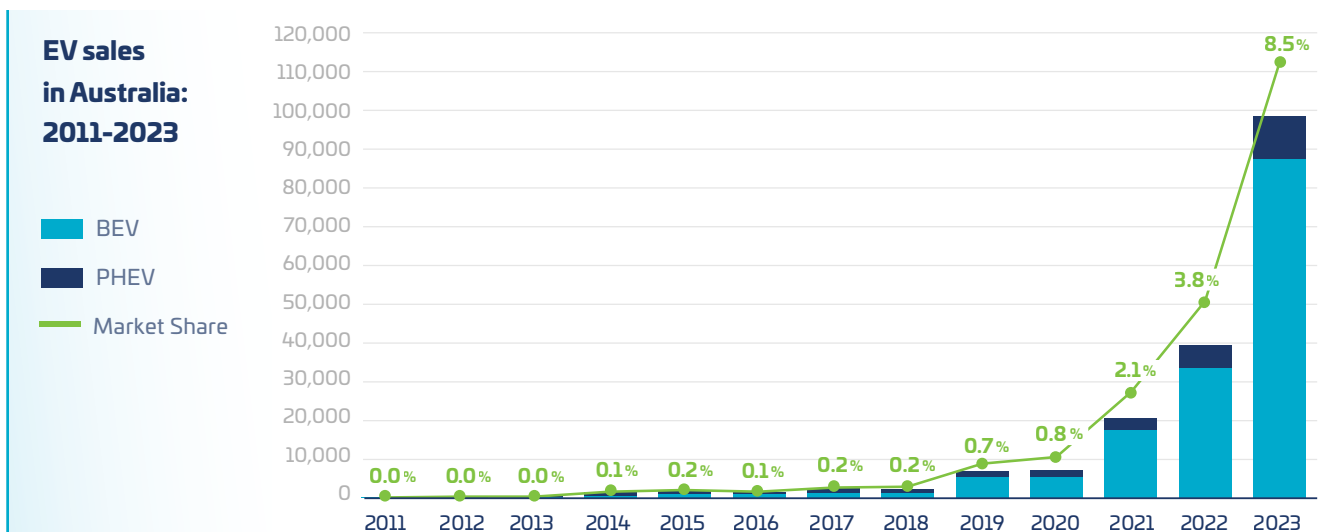


+120%
increase up from 3.81% during 2022

New EV Purchases

New EV purchases in Australia more than doubled in 2023, compared to 2022, with the total number of EVs on Australian roads now exceeding 180,000.¹ This growth continues the trend of around a doubling of the new EV market every year since 2020. In large part, this growth has been driven by increasingly positive actions taken by many Australian governments. It is also a result of the Australian EV industry working within these policy parameters to reduce costs for consumers, increase model availability, and roll out charging infrastructure nationally.

Over the coming years it will be more difficult for the local EV market to achieve the same level of exponential growth (in percentage terms), simply due to the total volume of sales now being so large i.e. 98,436 new EVs sold in 2023. With continued policy support, the Electric Vehicle Council is confident the market can continue to grow at 30-50% per year – in line with what will be required to support the country’s climate targets, while driving down fuel bills for Australians.



BEV: Battery Electric Vehicle; PHEV: Plug-in Hybrid Electric Vehicle
Source: VFACTS, EVC EV Sales Database, OEM-provided figures.

¹ This total count refers only to light vehicles in Australia.

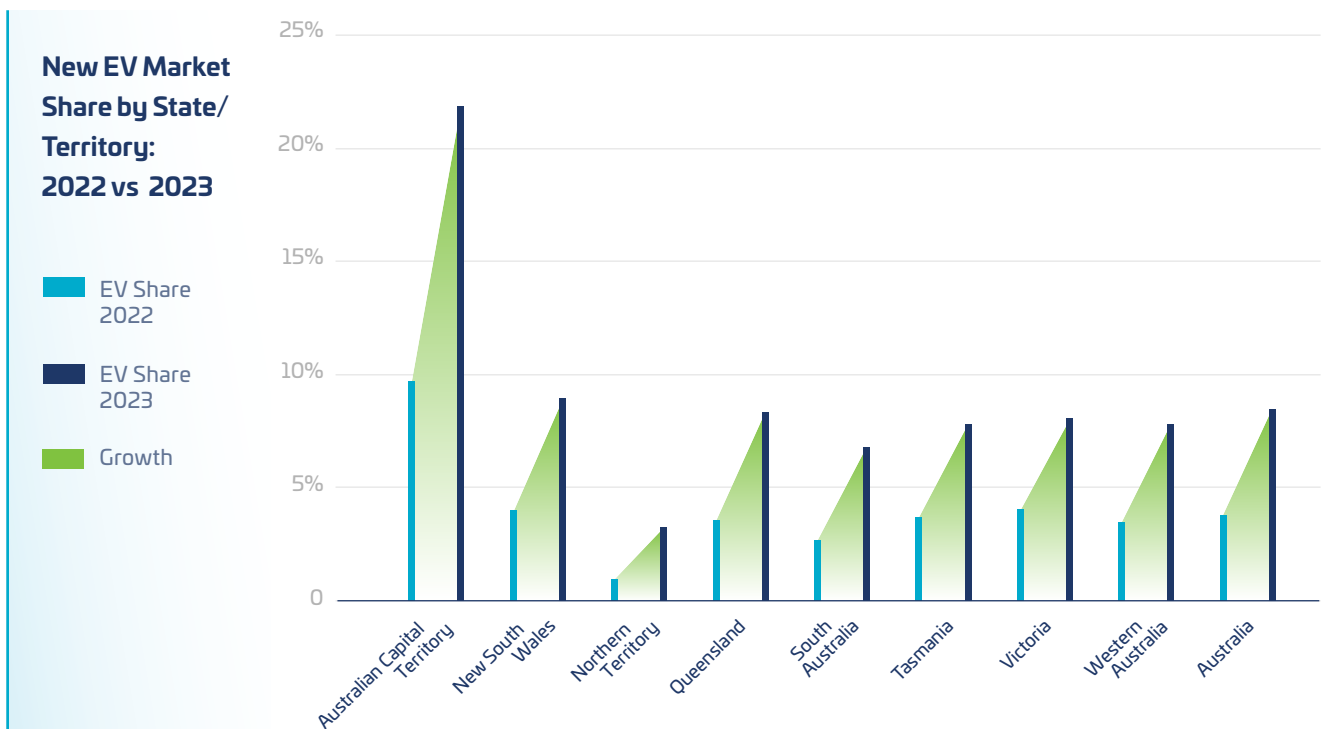
Consistent with international literature, and groups such as the International Energy Agency, the EVC defines electric vehicles as any vehicle that can be plugged-in to charge directly using electricity. This includes both battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs).

In 2023, the ACT continued, and indeed extended its national lead in terms of EV market share, being the first Australian jurisdiction to pass 20% of all new vehicles sold being EVs, achieving 21.9% by the end of 2023. This is again thanks to the territory government’s strong leadership on EV policy over many years.

Looking more broadly across the country, every other state and territory also experienced strong growth in EV sales. In second place, NSW achieved 9.0%, followed by Queensland at 8.3%, Victoria at 8.0%, Tasmania and Western Australia both at 7.8%, South Australia at 6.8% and the Northern Territory at 3.2%. Although the Northern Territory does currently trail other states and territories, it should be noted that EV sales in the NT more than tripled in 2023 compared to 2022. The NT is effectively only one year behind the national average, a significant accomplishment considering its status as a highly remote jurisdiction with a small population. This underscores the importance of continued efforts by the NT Government to support EV adoption in the territory. The EVC also want to congratulate the Queensland Government’s continuing leadership on EV incentives, having the largest rebate available in the country.²

The Electric Vehicle Council will be carefully monitoring the distribution of EV sales across the country after the New South Wales, Victorian and South Australian governments prematurely and abruptly withdrew EV incentives in 2023. In Victoria, this impact will be partially offset by the abolishment of that state’s EV tax, but overall, this is a concerning move by several governments at a point well short of where the EV market needs to be to align with our climate targets.

The EVC strongly encourages all Australian governments to actively support EV uptake until at least 30% EV sales are achieved nationally, after which we expect incentives can be phased out progressively.



Source: VFACTS

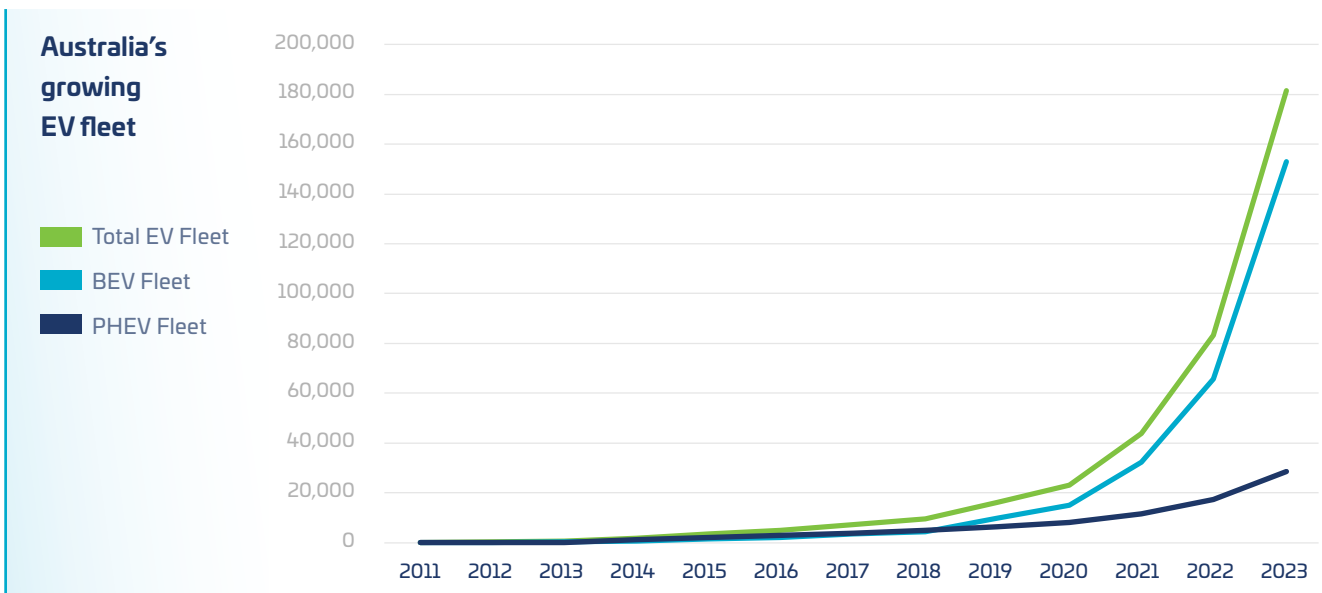
Note: state/territory market share is an approximate estimate calculated after removing an estimate of heavy vehicle sales in each jurisdiction from VFACTS data.

2 For more information on Queensland’s EV rebate, go to: <https://www.grida.qld.gov.au/program/queensland-zero-emission-vehicle-rebate-scheme>

Australia's EV Fleet

It is estimated there are now over 180,000 EVs on Australian roads³, with over 80% of Australia's EV fleet made up of BEVs. EVs now represent approximately 1% of the total light vehicle fleet in Australia. Although we are heading in the right direction, with 99% of Australia's light vehicle fleet still to be transitioned, there is clearly still more work to be done.

Support from all Australian governments will be necessary for the nation to achieve a 100% zero-emission vehicle fleet by 2050 – in line with our national and state climate targets of net zero by 2050 (at the latest). While we still have a long road ahead to achieve these targets, it remains possible if the transport sector does its fair share. For light vehicles, achieving this outcome will depend on the Australian Parliament legislating the government's recommended design for a New Vehicle Efficiency Standard⁴.



Source: VFACTS, EVC EV Sales Database, OEM-provided figures.

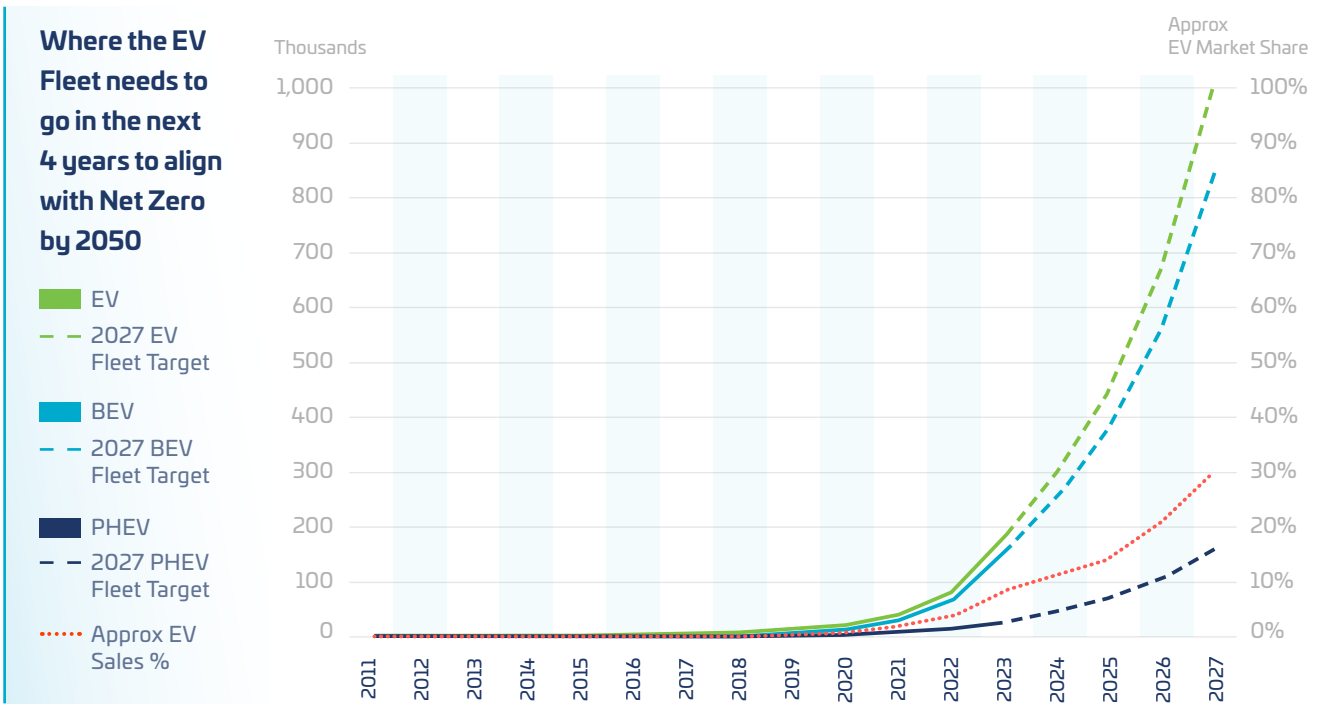
The Electric Vehicle Council continues to advocate for Australia to aim for 1 million EVs to be on Australia's roads by the end of 2027 (approximately 5% of Australia's passenger and light commercial vehicle fleet). This would see Australia also achieve around 30% EV market share by the end of 2027.

These targets would put Australia on a feasible pathway towards achieving around 2.5 million EVs by 2030 (equivalent to approximately 50-60% of all new vehicles purchased being EVs), which is a critical milestone on the journey towards a 100% zero-emission vehicle fleet by 2050.

As shown in the figure on the following page, although we are off to a good start, we still have some way to go to achieve these targets. This again highlights the ongoing need for strong and consistent EV policy from all Australian governments.

³ Not accounting for written-off vehicles due to accidents; grey-imports and/or retrofitted vehicles).

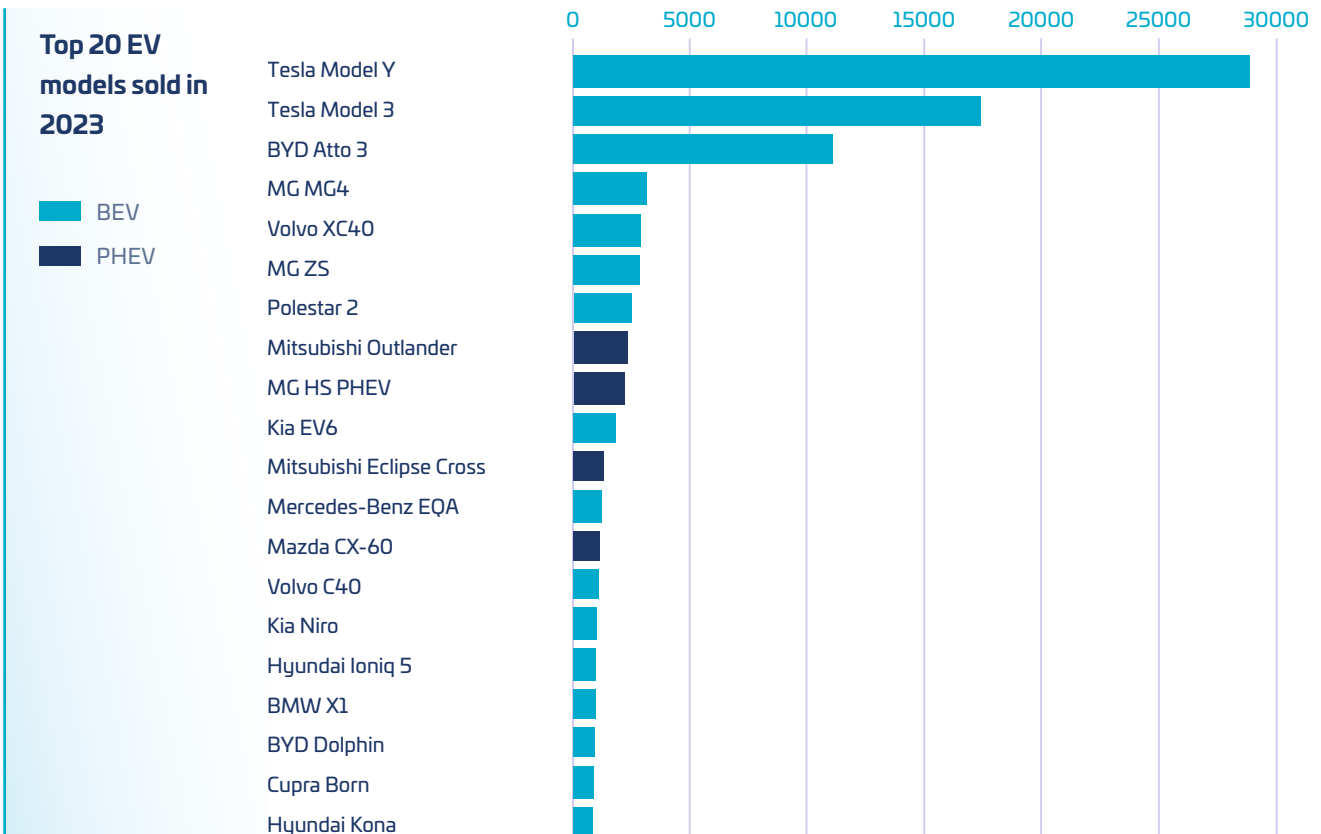
⁴ <https://cleanercars.gov.au>



Note: the figures provided above are not forecasts but illustrate a feasible scenario that Australia will need to follow to provide the best possible chance of achieving our climate targets, including Net Zero by 2050, through lower transport sector emissions.

EV Model Breakdown

The range of EV models sold during 2023 also expanded, with a total of 99 different EV models delivered to the Australian market, made up of 56 BEVs and 43 PHEVs (up from 70 EV models in 2022, made up of 38 BEVs and 32 PHEVs).



Source: VFACTS

The upcoming introduction of the government’s New Vehicle Efficiency Standard will not only help to further expand the range of fuel-efficient, hybrid and EV models available to Australians, but also the volume of each model supplied to the country.

Which EVs are eligible for the Australian Government’s EV Discount?

In 2022, the Australian Government introduced its EV Discount policy. The primary benefit of this discount is an exemption from Fringe Benefits Tax (FBT) for electric vehicles purchased by companies and/or through salary sacrifice arrangements. The intention of this policy is to increase EV adoption by fleets, which will sell these vehicles over the next few years and create a strong second-hand EV market for all Australians to benefit from.

This incentive is available to anyone who can salary sacrifice a vehicle through their employer, and company fleets.

As of late 2023, there were approximately 50 EV models eligible for this major incentive:

| | | | |
|----------------------------------|-------------------------------|---------------------------------------|--------------------------------------|
| Abarth 500e | Alfa Romeo Tonale PHEV | BMW i4 | BMW iX1 |
| BMW iX2 | BMW iX3 | BYD Atto 3 | BYD Dolphin |
| BYD Seal | Cupra Born | Cupra Formentor PHEV | Cupra Leon PHEV |
| Fiat 500e | Ford Escape PHEV | Ford Mustang Mach-E | GWM Ora |
| Hyundai Ioniq 5 | Hyundai Ioniq 6 | Hyundai Kona Electric | Kia E-Niro |
| Kia EV6 | Kia Sorento PHEV | Lexus UX300E | MG 4 |
| MG HS+ PHEV | MG ZS EV | Mazda CX-60 PHEV | Mercedes-Benz EQA |
| Mercedes-Benz EQB | Mini Cooper SE | Mini Countryman Cooper SE PHEV | Mitsubishi Eclipse Cross PHEV |
| Mitsubishi Outlander PHEV | Nissan LEAF | Peugeot 3008 PHEV | Peugeot 308 PHEV |
| Peugeot 408 PHEV | Peugeot 508 PHEV | Peugeot e-2008 | Peugeot e-Partner |
| Polestar 2 | Polestar 4 | Renault Kangoo E-Tech | Renault Megane E-Tech |
| Subaru Solterra | Tesla Model 3 | Tesla Model Y | Volvo C40 Recharge |
| Volvo EX30 | Volvo XC40 Recharge | | |

To find out more about more about this incentive program, please visit: learn.evc.org.au and click on the FBT Exemption Guide.

Please note that depending on specifications, if the final vehicle configuration is subject to luxury car tax i.e. exceeds \$89,332 (before on-road costs), it will not be eligible for this discount.

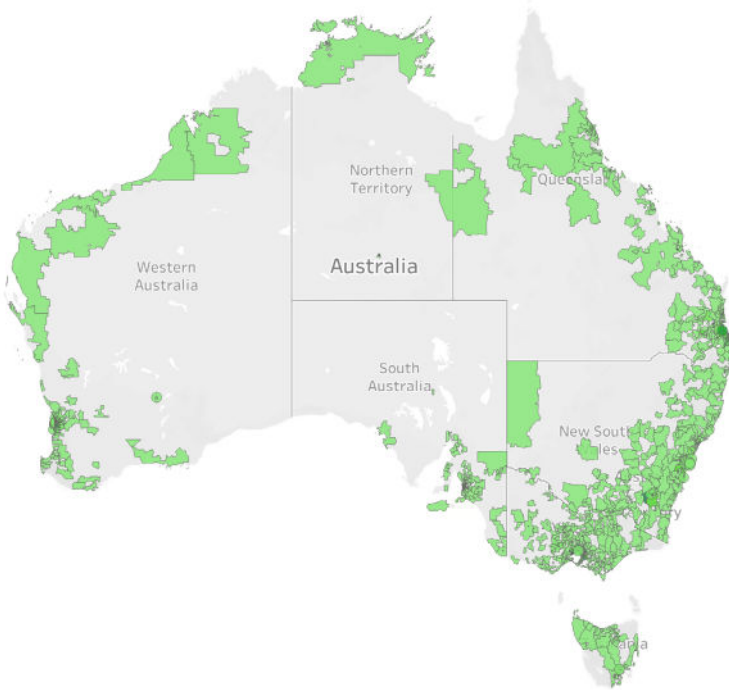
Where are EVs being sold?

While understanding the number and types of EVs being sold each year remains important, increasingly the EVC has been asked by different stakeholders about the types of Australians purchasing EVs and where EVs are being sold.

The Electric Vehicle Council has partnered with The University of Sydney to launch an EV ownership survey in February 2024, from which we aim to provide an updated snapshot of Australians owning EVs, and how they are using them. Insights from this survey will be shared later in 2024.

As part of this 2023 recap, we are excited to be able to provide insight into where a significant proportion of new EVs were sold last year. This is thanks to data provided by our members, BYD and Tesla, which combined made up approximately two-thirds of all new EVs sold in 2023.

As shown on the map, new EVs were sold right across Australia in 2023. This included many outer metropolitan, regional and rural parts of the country. It's important to note that this figure only includes battery electric vehicles (BEVs) – since Tesla and BYD do not currently sell plug-in hybrid electric vehicles (PHEVs) in Australia.



Overview of 2023 BYD and Tesla EV sales by postcode. Source: BYD and Tesla.

To provide greater insight into this distribution of sales across the country, we have calculated that approximately 43% of new EVs sold were in Outer Metropolitan Areas, 39% were in Inner Metropolitan Areas, and the remaining 18% were in regional and rural areas.

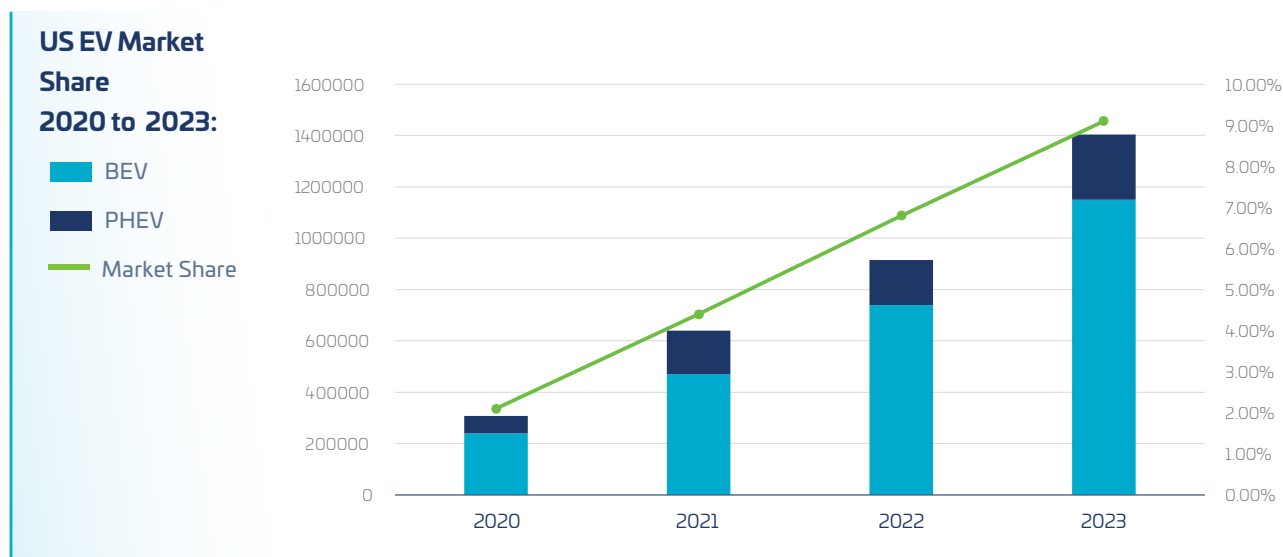
It's encouraging to see a wide range of Australians, from across the country, being able to gain the benefits of owning an EV, although we recognise there is still more work to be done to support all communities in making the switch over the coming decades. This includes working with our members and Australian governments to continue supporting the build out of an ever-expanding national network of public fast chargers, driving down costs, and increasing the number of EV models, of all shapes and sizes, to meet different household and business requirements.

In future reports we will continue to expand on the data we publish, with the aim of both identifying where EV uptake is on track, and other areas where further support and/or action is needed. The Electric Vehicle Council also continues to explore opportunities to publish sales data on other vehicle segments including electric buses and trucks. While these segments continue to grow, Australia does not currently have a publicly available database of vehicle sales.

Is demand really slowing for EVs in the United States?

In recent months there has been a steady stream of claims made about a slowdown in EV sales in the United States, and more broadly across the globe. While our reports primarily focus on developments in the Australian EV market, given the breadth of misinformation being spread on this issue, here we have included a brief overview of how the US EV market actually performed in 2023.

Contrary to what some have claimed, the US EV market has continued to grow significantly, with a record 1.4 million EVs sold in 2023.⁵ That’s more than the total number of all new vehicles sold in Australia in 2023. As shown below, the US EV market has grown significantly between 2021 and 2023, both in terms of volume of sales, and EV market share.



Sources: Argonne National Laboratory / US Department of Energy.

Naturally, as the total number of EVs sold continues to become ever larger, whether it be in the US, Australia or globally, achieving the same significant levels of annual growth becomes increasingly difficult to achieve.

Let’s take a look at an example. In 2022, 321,000 extra BEVs were sold in the US compared to 2021. This represented 66% annual growth.⁶ Fast-forward to 2023, the total increase in BEV sales was even greater, with 376,000 extra BEVs sold compared to 2022. Despite growth in the total number of BEV sales, in percentage terms, the annual growth rate was lower for 2023 at 46%. This ‘lower’ growth rate has misleadingly been reported as a ‘slow-down’ in EV sales.

In most circumstances, 46% annual growth would be seen as a monumental achievement. However, against the backdrop of the US undergoing a review of its new vehicle efficiency standards for 2027 to 2032, vested interests are trying to spread a false narrative that EV sales are declining. As outlined by the sales figures published by the US Department of Energy, that could not be further from the truth.

Since global EV sales figures are still being finalised we are unable to publish a summary in this report. Bloomberg New Energy Finance estimates that over 14 million EVs were sold globally in 2023.⁷ This is another record-breaking year for the EV market, up 36% compared to 2022. The EVC aims to include an overview of global EV sales for 2023 in our mid-year State of EVs report.

5 <https://www.anl.gov/esia/light-duty-electric-drive-vehicles-monthly-sales-updates>

6 <https://www.coxautoinc.com/wp-content/uploads/2023/01/Kelley-Blue-Book-EV-Sales-and-Data-Report-for-Q4-2022.pdf>

7 <https://www.bloomberg.com/news/articles/2023-12-05/reports-of-an-electric-vehicle-slowdown-have-been-greatly-exaggerated>

Charging Infrastructure Highlights



+348

locations in Australia over the past year

75% increase from 2022



583

fast charger locations



229

ultra-fast charger locations

Types of high power charging:

24 -99 kW DC
FAST CHARGING

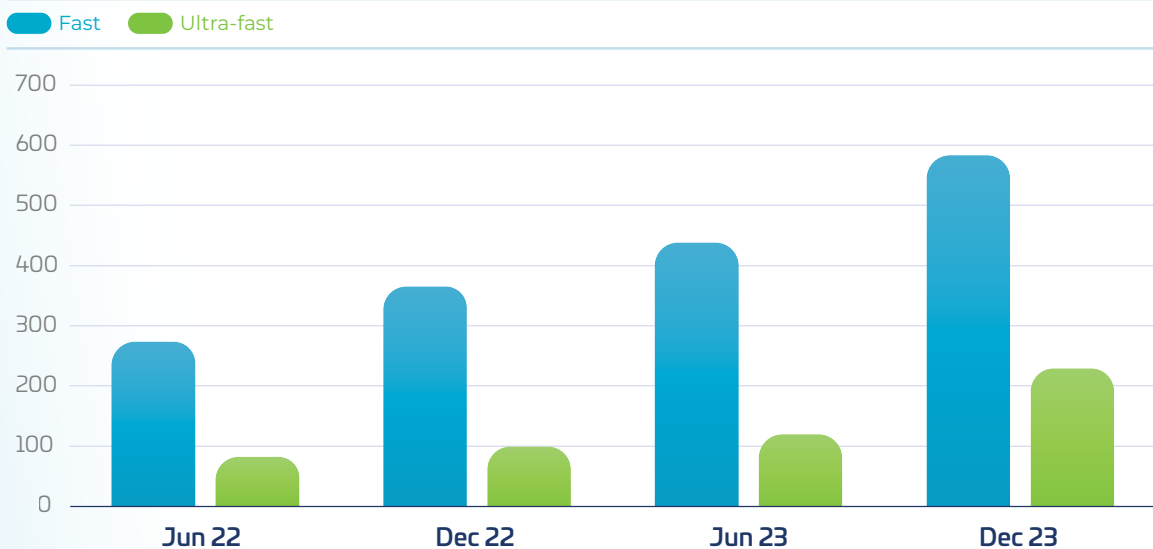
100kW+ DC
ULTRA-FAST CHARGING

*Excludes regular public charging under 24kW

With the EV fleet more than doubling in size during 2023, Australia also saw an increase in the number of public DC charging locations from about 464 at the end of 2022, to about 812 at the end of 2023.

Of the 348 DC charging locations commissioned in 2023, about 130 are offering ultrafast charging, supporting vehicle charging at 100kW or above. The deployment of ultrafast charging locations is currently moving slightly quicker than the rapid growth in vehicle numbers, which is good to see.

FAST AND ULTRA-FAST PUBLIC CHARGING LOCATIONS OVER TIME



*The Electric Vehicle Council has made reasonable efforts to cleanse data from multiple sources to provide a reasonably accurate snapshot of the current state of play, but has not independently verified every location.

Notably, some states and territories have outpaced others in terms of the increase in charging locations over the past 12 months. It's important to acknowledge that many of these charging locations house multiple charging bays or points, allowing several EVs to charge simultaneously and increasing the capacity of the network far beyond the number of locations alone:

- New South Wales (NSW) led the way with the most significant absolute increase in both fast and ultrafast charging locations, adding 52 fast charging and 28 ultrafast charging locations.
- Queensland (QLD) followed closely, with substantial growth, adding 43 fast and 10 ultrafast charging locations.
- Victoria (VIC) also saw a considerable increase, with the addition of 88 fast charging stations and 22 ultrafast locations in 2023.
- South Australia (SA) has rapidly increased its ultrafast charging infrastructure with 34 new ultrafast charging locations.
- Western Australia (WA) expanded its charging facilities with 8 new fast charging and 32 new ultrafast charging locations.
- Northern Territory (NT), from a smaller base, tripled its fast charging capacity to support a growing number of EV owners in the Territory.

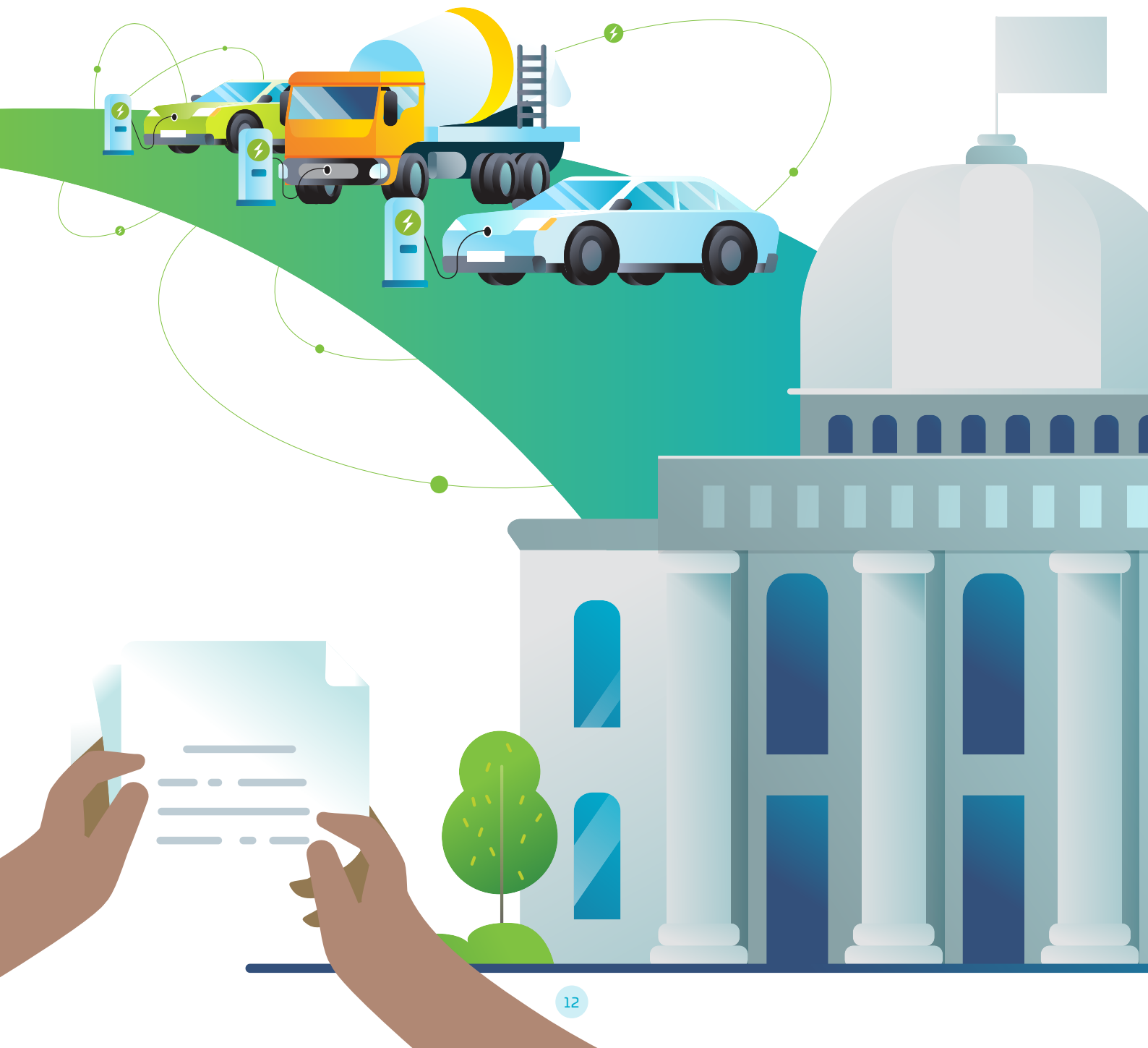
| Public EV charging locations by state, type, and numbers: | State | Fast | Ultrafast | Total |
|---|--------------|------------|------------|------------|
| | ACT | 8 | 4 | 12 |
| | NSW | 164 | 65 | 229 |
| | NT | 6 | 0 | 6 |
| | QLD | 125 | 26 | 151 |
| | SA | 42 | 43 | 85 |
| | TAS | 38 | 5 | 43 |
| | VIC | 160 | 47 | 205 |
| | WA | 40 | 39 | 79 |
| | Total | 583 | 229 | 812 |

*The Electric Vehicle Council has made reasonable efforts to cleanse data from multiple sources to provide a reasonably accurate snapshot of the current state of play, but has not independently verified every location.

Policy Highlights

While the Australian EV market still has a long way to go to align EV adoption with our climate targets, the nation is starting to head in the right direction. This is in large part thanks to the actions of Australian federal, state and territory governments, all of which are now actively supporting the adoption of electric vehicles, and recognise the critical role this technology has to play in achieving emission reduction targets.

In the following section of this report we celebrate some of the major EV policy highlights across Australian governments during 2023.



Federal

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| <p>National EV Strategy</p> | <p>On 19 April 2023, the Australian Federal Government released its first National Electric Vehicle Strategy, designed as a roadmap with the goal of increasing the uptake of electric vehicles across Australia. The strategy involves collaboration between the state and territory governments and the Australian Government in six key areas, including national standards, data sharing, EV affordability, development of remote and regional EV charging infrastructure, fleet procurement, and education and awareness.</p> |
| <p>Consultation on Introduction of New Vehicle Efficiency Standard</p> | <p>As part of the National EV Strategy, the government confirmed its intention to introduce a New Vehicle Efficiency Standard for light vehicles in Australia. This standard aims to reduce the average CO₂ emissions across all cars sold in Australia by each manufacturer, incentivising the supply of more fuel-efficient petrol and diesel vehicles, as well as hybrid and electric vehicles. The details of the Standard are to be finalised in 2024.</p> |
| <p>National EV Charging Network – Driving the Nation</p> | <p>On 26 April 2023, the Minister for Climate Change and Energy announced funding of \$39.3 million, matched by the NRMA, to significantly expand Australia’s electric vehicle charging network through the installation of 117 fast EV charging sites on national highways across the country. This initiative is aimed at enhancing charging infrastructure in rural and regional areas, helping to close the gaps and known black spots in Australia’s fast charging network.</p> |
| <p>National Net Zero Economy Authority</p> | <p>Established on 1 July 2023, the Net Zero Economy Agency (NZEA) is responsible for promoting orderly and positive economic transformation across Australia as the world decarbonises, to ensure Australia, its regions and workers realise and share the benefits of the net zero economy. The work of the Net Zero Economy Agency is a precursor to the establishment of a legislated Net Zero Economy Authority. Work is ongoing to design and stand up the Authority in accordance with established Parliamentary processes. The NZEA is engaging with a variety of stakeholders to support a positive transition to a net zero economy, including First Nations groups; education and training groups; industry; investors; regional bodies and communities; state, territory and local governments; and unions.</p> |
| <p>National Reconstruction Fund</p> | <p>The National Reconstruction Fund (NRF) is a significant \$15 billion Australian Government initiative aimed at transforming and diversifying Australia’s industry and economy. The NRF aims to support projects that diversify and transform Australia’s economy, creating jobs, boosting regional development, and enhancing sovereign capabilities, including in the government identified renewables and low emission technologies and transport priority areas.</p> |

Collective National Efforts

| | |
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| <p>National EV Strategy</p> | <p>Following the release of the National EV Strategy, governments are coordinating efforts through the National Electric Vehicle Action Plan Implementation Group to progress key actions in the areas of national standards, rural and regional charging infrastructure, data sharing, education and awareness.</p> |
| <p>Inter-jurisdictional EV Fleet Working Group</p> | <p>Governments across the country are working as part of an EV Fleet inter-jurisdictional group, chaired by NSW, a practical and solutions focused group which allows fleet managers to share knowledge and experiences.</p> |

ACT

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| <p>ACT Infrastructure to Support Transition to Electric Bus Fleet</p> | <p>The ACT Government is <u>undertaking</u> critical infrastructure works to supply the Woden and Tuggeranong bus depots with the energy needed to house and charge up to 300 battery electric buses. This \$26.3 million investment over three years will support the ACT’s transition to a zero-emission public transport system by 2040.</p> |
| <p>Supporting Households and Businesses to Transition to EVs</p> | <p>In early 2023, the ACT Government committed an extra \$50 million in the <u>Sustainable Household Scheme</u> to support residents and community groups to implement more sustainable practices, including the adoption of electric vehicles.</p> <p>The ACT Government also launched a program designed to assist businesses in incorporating innovative zero emissions vehicle technologies into their fleets. By providing financial support for businesses to adopt cleaner transportation solutions, the <u>Business Zero Emission Vehicle Grants</u> program aims to reduce overall vehicle emissions and accelerate the shift towards a more sustainable transport in the ACT.</p> |
| <p>Residential Strata EV Ready Pilot Study</p> | <p>The ACT Government launched the <u>Residential Strata EV Ready Pilot Study</u> to understand the opportunities, challenges, and costs of installing EV charging infrastructure in existing residential strata complexes. It involves conducting an EV-ready feasibility study for up to 10 strata, with the goal of installing EV-ready infrastructure in at least two of these strata. This initiative showcases examples of EV-ready configurations to other apartment and townhouse complexes in the ACT, supporting safe and equitable access to EV charging for residents in these communities.</p> |
| <p>ACT Public EV Charging Infrastructure Fund</p> | <p>To contribute to the goal of 180 public chargers by 2025, the ACT Government has committed an additional \$1.5 million under the <u>Public EV Charging Infrastructure Fund</u> to deliver publicly accessible EV chargers across the Territory. As part of the grant funding round the Government proposed sites with known electrical capacity to assist charge point operators in their applications.</p> |
| <p>ACT Total Cost of Ownership Tool</p> | <p>In July 2023, a new <u>online tool</u> was launched to help Canberrans compare the total cost of ownership between EVs and traditional petrol or diesel vehicles, factoring in various features like make/model, body type, and annual travel. The tool also incorporates financial aspects unique to the ACT, such as registration waivers and stamp duty exemptions for EVs.</p> |

NSW

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| <p>NSW Destination Charging Grants (Round 2)</p> | <p>In November 2023, the NSW Government launched the second round of the Destination Charging Grants as a key initiative to bolster EV confidence among residents and tourists in regional NSW. The \$10 million funding round encourages small to medium regional tourism businesses and councils to install at least 1,500 EV charge points, making it easier for EV owners to travel to and within regional areas.</p> |
| <p>NSW Kerbside Charging Program</p> | <p>The NSW Government launched a \$3 million kerbside charging grants funding round in July 2023 to support the installation of at least 150 electric vehicle chargers at kerbside locations, targeting EV drivers who lack off-street parking. The program offers co-funding for charge point operators and councils, covering up to 80% of installation and equipment costs and software subscriptions. The program has a total \$10 million budget.</p> |
| <p>NSW EV Ready Buildings Grant Program</p> | <p>The \$10 million EV Ready Buildings Grants Program launched in November 2023 is designed to facilitate the installation of charging infrastructure in over 100 residential strata apartment buildings across the state, enabling apartment residents to conveniently charge their EVs at home. This initiative aims to boost EV adoption among apartment dwellers, create model EV-ready buildings, ensure equitable access to home charging (where most EV owners charge), enhance rental property appeal, and expand high-quality EV charging coverage in NSW. The program was closed to new applicants in December due to high demand.</p> |
| <p>NSW Towards Net Zero Emissions Freight Policy</p> | <p>In October 2023, Transport for NSW introduced the Towards Net Zero Emissions Freight Policy to address the significant carbon emissions associated with the freight transport sector, a major contributor to greenhouse gas emissions in the state. The policy outlines a strategic roadmap for reducing emissions in the road and rail freight transport industry, presenting short, medium, and long-term actions to transition the sector to low and zero-emission vehicles and technologies.</p> |
| <p>NSW Fleet Incentive Program (Round 3)</p> | <p>The third round of the NSW Fleet Incentive program ran in early 2023, providing support to corporate and local government fleets and vehicle leasing aggregators to procure 1,820 electric vehicles and 477 base chargers. The \$105 million initiative aims to promote a long-term transition in the fleet sector and accelerate the development of a secondary market and has so far supported approximately 3,800 vehicles and 1,700 chargers.</p> |

NT

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| <p>NT Critical Minerals in the Northern Territory and Resourcing the Territory Initiative</p> | <p>The NT Geological Survey has released a new guide to Critical Minerals in the Northern Territory 2023. The guide outlines the Territory’s resource endowment and exploration potential for up to 28 global critical minerals crucial to clean energy value chains.</p> <p>The NT Government Resourcing the Territory initiative is an ongoing \$9.5 million per year program of geoscience programs and exploration grants designed to attract and support mineral exploration, drive more mining development and create jobs for Territorians. As part of the program, the NT Government awarded \$3.7 million in grants to support 38 projects from 30 companies in the 2023/24 round of grants. 28 of the projects are targeting current and emerging critical minerals, including lithium, copper, rare earths, nickel, magnesium and graphite.</p> |
| <p>NT EV Charger (Residential and Business) Grants Scheme</p> | <p>The Northern Territory Electric Vehicle Charger (Residential and Business) Grants Scheme, which commenced in mid-2022, is continuing. This program is designed to encourage EV uptake by providing financial assistance for the purchase and installation of EV chargers. The scheme offers residential grants, each valued at \$1,000, and business grants, each worth \$2,500.</p> |
| <p>Stamp duty and Registration Incentives</p> | <p>The NT EV stamp duty and registration incentives continued in 2023, with a corresponding growth of an average 35% per quarter in registered EVs from September 2022 – 23.</p> |
| <p>Public Reporting on Implementation Plan</p> | <p>A website has been developed to provide monthly updates on EV registrations in the Northern Territory, including the number of EVs and PHEVs in NT Government Fleet. An update on the NT EV Strategy and Implementation Plan has been added to the webpage Electric vehicle strategy and implementation plan Department of Infrastructure, Planning and Logistics. As of end December 2023 there were over 64 EVs in the NT Government fleet.</p> |
| <p>Transition to Low and Zero emission buses</p> | <p>EV Strategy action 3.2 to investigate the trialling of low and zero emission buses in the NT urban bus fleet is progressing. Meetings have been held with NSW and Tasmania to gain an understanding of their transition programs and trials.</p> |

QLD

| | |
|---|---|
| <p>Queensland Zero Emission Vehicle Rebate Enhancement</p> | <p>On 21 April 2023, Queensland introduced the most generous EV Rebate Scheme in Australia, offering eligible applicants up to \$6000 towards the purchase of a new, eligible EV, with an increased purchase price threshold of \$68,000 (including GST). The enhancements made to the scheme raised the rebate from \$3000 to \$6000 for eligible households with a gross income of up to \$180,000 per year. Those who previously received a \$3000 rebate can now be reassessed and receive an additional \$3000, with changes effective from July 2023.</p> |
| <p>Funding Queensland Charging Infrastructure</p> | <p>In May 2023, the Queensland Government announced the recipients of the EV Charging Infrastructure Co-Fund Scheme, a \$10 million initiative aimed at enhancing the state’s EV infrastructure which complements the Queensland Electric Super Highway. The scheme will support the construction of 46 public fast and ultra-fast charging sites across 35 locations in Queensland by the end of 2024, significantly boosting the number of government-funded public fast charging infrastructure across Queensland.</p> <p>In 2023, Queensland continued to expand its Electric Super Highway (QESH), enhancing the state’s EV charging infrastructure. With Phase 3 of the expansion, 23 new charging locations are being added, aiming to improve connectivity in regional and rural areas, including along the Queensland/New South Wales border with one site at Stanthorpe and another site planned at Goondiwindi.</p> |
| <p>Queensland Critical Minerals Strategy</p> | <p>The Queensland Government launched the Critical Minerals Strategy in June 2023 which aims to position Queensland as a global leader in providing critical minerals needed for a net-zero emissions future. Initiatives under the Strategy include:</p> <ul style="list-style-type: none"> → From 1 September 2023, rent reductions for exploration permits over a five year period to reduce the cost of permit applications and support companies to redirect funds to their exploration activities; → the establishment of critical mineral zones enabling government actions to be tailored according to the minerals targeted in unique geographical areas; - the creation of Critical Minerals Queensland office to accelerate the critical minerals industry in Queensland, and → a \$100 million Critical Minerals and Battery Technology Fund to enhance the extraction and processing of the state’s emerging critical minerals, battery technology and advanced material opportunities. |
| <p>Queensland Zero Emission Bus Program</p> | <p>The Zero Emission Bus Program was introduced in March 2023, with the Government committing to all new buses in the South-East Queensland fleet to be zero-emission from 2025, with plans to extend this initiative to regional Queensland buses. One of the program’s primary aims is to reduce bus fleet emissions by 50% by 2030 and 80% by 2035, addressing the CO2 emissions associated with South-East Queensland’s diesel bus fleet.</p> |
| <p>QFleet Transition</p> | <p>In late 2023, the Queensland government announced a significant milestone in its transition within QFleet, marking the addition of the 500th electric vehicle to its fleet. The government aims to transition 100% of eligible QFleet passenger vehicles by 2026.</p> |

SA

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| <p>SA EV Charging Network</p> | <p>As of December 2023, South Australia significantly advanced its public charging infrastructure with over 75% of the planned 140 Statewide EV Charging Network sites delivered by the RAA. This includes the launch of Rapid and Ultra-rapid charging with priority accessible bays and six key tourism routes throughout regional South Australia in addition to metropolitan and CBD charging. The remainder of the network is on track to be complete in 2024.</p> |
| <p>SA Funding for EV Training Programs</p> | <p>In January 2023, the South Australian Government announced new funding for training programs in EV inspection and servicing, aimed at enhancing the skills of mechanics and apprentices in response to the growing demand for EV expertise. The initiative includes two accredited courses, focusing on battery and hybrid electric vehicles, and features subsidies for each training place, averaging about \$950 per student.</p> |
| <p>SA Green Paper on Energy Transition</p> | <p>The South Australian Government's Green Paper on the energy transition, published for consultation in June 2023, outlines a strategic plan for the state's energy sector over the next three decades, aiming for net-zero emissions by 2050. Contributions are now under review and once complete, the Department for Energy and Mining will begin to develop the White Paper on South Australia's energy transition.</p> |
| <p>SA Planning for Zero-Emission Public Transport</p> | <p>South Australian Government zero emission public transport initiatives in 2023 included: (1) commencing a business case for the transition of all Adelaide Metro buses and bus depot to zero emission; (2) undertaking a feasibility study into the optimum zero emission technology options for the Adelaide passenger rail lines that are not already electrified and commencing a business case; (3) commencing the upgrade of the 50 diesel railcars to hybrid diesel-electric, reducing fuel usage by up to 20%; (4) commencing a two year trial of two Foton Mobility hydrogen fuel cell buses; (5) introducing the first 100% battery electric bus into operation in the Adelaide Metro fleet; and (6) the completion of the electrification of the Gawler rail line, with the delivery of the final electric railcars.</p> |
| <p>SA Critical Minerals Strategy</p> | <p>The South Australian Government began development of its Critical Minerals Strategy to guide development of the critical minerals sector in the state. As of December 2023, the draft Critical Minerals Strategy was out for industry consultation, with a view to being finalised in early 2024.</p> |

TAS

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| <p>Tasmanian EV Rebate</p> | <p>Tasmania’s Climate Change Action Plan 2023-25 was launched in mid 2023, outlining the government’s strategies for addressing climate change over the next two years to help maintain or lower net zero greenhouse gas emissions from 2030. A key feature of the plan includes a \$2,000 rebate for purchasing new or used battery electric vehicles, with a total of 375 rebates initially available, backed by an allocation of \$750,000.</p> |
| <p>Financial Incentives for E-Bikes & E-Scooters</p> | <p>The Climate Change Action Plan, released 1 June 2023, includes a \$200,000 grant program to support Tasmanians to purchase an e-bike or e-scooter. The program will cover up to 12% of the cost of one of these devices (capped depending on device type).</p> |
| <p>Exploration Drilling Grant Initiative scheme and Critical Minerals Strategy</p> | <p>The government recently opened round nine of the Exploration Drilling Grant Initiative scheme, amending the funding guidelines to encourage exploration for critical minerals. The TAS Government has also announced plans to produce a Tasmanian Critical Minerals Strategy to position the State to take advantage of new opportunities for exploration of critical minerals such as tungsten, cobalt, and rare earths</p> |
| <p>Interest-Free Loans for EV Charging</p> | <p>As part of the Energy Saver Loan Scheme the Tasmanian Government is introducing interest-free loans from \$500 to \$10,000, for up to 3 years, for the purchase and install of EV charging infrastructure.</p> |
| <p>Transport Emissions Reduction and Resilience Plan</p> | <p>Tasmania’s Draft Emissions Reduction and Resilience Plan for Transport was released for consultation in late 2023. Once finalised, the plan will aim to achieve net zero greenhouse gas emissions by boosting the use of public and active transport, increasing the number of low emissions vehicles (particularly EVs), supporting decarbonisation of heavy vehicles and coordinating with other jurisdictions. The draft plan highlights the importance of collaboration with governments and industry stakeholders, as well as investing in education, infrastructure, and technology trials.</p> |

Please note that initiatives, policies, and programs discussed in this report regarding Tasmania are based on information available and decisions made prior to the commencement of the caretaker period for the 2024 election.

VIC

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| <p>Freight transport decarbonisation</p> | <p>On 26 October 2023, the Victorian Department of Transport and Planning hosted a Freight Industry Decarbonisation Summit. At this event, government and industry representatives came together to find solutions to making transport more eco-friendly. A new Low or Zero Emission Heavy Vehicle (LZEHV) access map was announced at the Summit for Volvo FM or FH Semi-Trailers (7.5t steer, 44.0t GCM) - Victoria is the first jurisdiction in Australia to allow permanent access to heavy-duty electric trucks to operate with up to 7.5 tonnes on the steer axle. This progressive change will help to accelerate the uptake of heavy-duty electric trucks locally. The results of the summit will inform advice to government to support freight transport decarbonisation in Victoria. More information about the Summit and the map can be found at: https://www.vic.gov.au/freight-transport-decarbonisation</p> |
| <p>Zero Emission Bus Transition</p> | <p>The Victorian Government has committed to buying only zero emissions buses for public transport from 2025. Under the Zero Emissions Bus Trial, the Victorian Government is investing \$20 million in seven, three-year trials of zero emission buses across the state to build knowledge and foster collaboration across the bus industry and operators to better understand the opportunities and challenges presented by the new technology. As of December 2023, there were 47 ZEB trial buses on the road, together with one existing ZEB already introduced by an operator, and a further 24 ZEBs already in the Metropolitan Bus Franchise. The Government also consulted on the broader transition of its 4,500-diesel bus fleet to ZEBs to develop a roadmap to sequence and support the transition and provide the requisite infrastructure to support operators.</p> |
| <p>Destination Charging Across Victoria Program</p> | <p>The Destination Charging Across Victoria (DCAV) program provided \$5 million in grants to establish a public EV fast-charging network across Victoria. The program provided grant funding to 32 applicants and plans to install 43 regular EV charging stations and 90 fast EV charging stations located within 116 high-use areas and tourist spots across regional and metropolitan Victoria. As of late 2023, 80 of these charging stations had been installed.</p> |
| <p>EV Charging for Council Fleets & EV Charging for Business Fleets</p> | <p>The VIC Government provided \$3.0 million in grants to 26 local councils and 12 businesses to increase the availability of a wider range of charging stations in Victoria through the installation of over 150 stations. As of late 2023, over 110 chargers have been installed across 50 sites.</p> |
| <p>Zero Emissions Vehicle Emerging Technologies Program</p> | <p>In August 2023, the Victorian Government awarded \$2.2 million in grant funding towards four innovative EV charging projects. These include the installation of up to 100 public EV chargers mounted on power and light poles across metro Melbourne; a battery-backed portable EV charging project; development and testing of a centralised charging solution to address the challenges of EV charging in apartments and commercial buildings; and the installation of up to 100 smart connected EV Chargers in homes and businesses across Victoria.</p> |

WA

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| <p>WA EV Charging Network</p> | <p>In 2023, the WA EV Charging Network began its expansion across Western Australia. Aimed at bridging distances between regional charging stations to around 200km, the network is part of a \$23 million investment to make clean transportation widely accessible. The network is set to offer 98 EV chargers at 49 locations, with stations already operational in 26 locations, including Broome, Albany, and Geraldton. The full network is expected to be operational in early 2024.</p> |
| <p>WA Charge-Up Workplace Grants</p> | <p>The WA Government launched the \$15 million Charge Up Workplace Grants program to co-fund about 50% of the cost of EV chargers for small to medium enterprises, non-for-profits and local government authorities. Round 1 ran from February to July 2023 and approved funding for 403 AC chargers at 221 locations across the state. Round 2 opened in November 2023 and co-funds both AC and DC chargers.</p> |
| <p>WA Electric Bus Network</p> | <p>In 2023, the Western Australian Government, supported by Federal funding, committed \$125 million to manufacture 130 electric buses and upgrade infrastructure for Perth's bus network. The 2023-24 State Budget allocated \$22 million for 18 new electric buses and charging infrastructure at Elizabeth Quay Bus Station, building upon a successful electric bus trial in Joondalup, where four battery-electric vehicles carried over 400,000 passengers and saved approximately 310 tonnes of CO₂ emissions in the first 12 months of operation. The \$1.65 million contract to install 18 electric bus charging dispensers at Elizabeth Quay Bus Station was awarded in November.</p> |
| <p>WA Sustainable Geoscience Investments</p> | <p>The WA Government is investing \$40 million to boost critical mineral discoveries to capitalise on the economic opportunities from the energy transition. Outlined in the 2023-24 State Budget as part of the Sustainable Geoscience Investments package, the investment aims to build on WA's successes to date and capture opportunities from the growing demand for critical minerals essential in technologies like electric vehicles, energy storage systems, and solar panels.</p> |
| <p>EV Charging Behaviour Research</p> | <p>As part of Western Australia's EV Action Plan, the Government published an independent study on consumer EV charging behaviours in the state. The research, which surveyed over a thousand participants including both EV and non-EV owners, aimed to understand various aspects such as purchasing decisions and motivations, charging patterns and public opinion on EV charging management in the WA context. The study will inform network planning and future EV policy design.</p> |

The New Vehicle Efficiency Standard will help to ensure Australians get access to more efficient vehicles of all shapes and sizes

The number one barrier to getting more EVs onto Australian roads today is the low supply of new EVs to our market. While there are hundreds of EV models available overseas, only a fraction of these are being supplied to Australia, and these are generally at small volumes.

A significant factor in why Australia has not been receiving more EVs is because we do not have a New Vehicle Efficiency Standard.

The Electric Vehicle Council welcomes the Australian Government's recent announcement of its preferred design for a New Vehicle Efficiency Standard. We look forward to working with our members to support the legislation and implementation of this standard to deliver greater vehicle choices to Australians in order to save on fuel costs. For more information on the government's proposed standard, please visit: cleanercars.gov.au.

What is a New Vehicle Efficiency Standard?

A New Vehicle Efficiency Standard is made up of a series of annual carbon targets for car makers to achieve. Each car maker needs to meet these targets based on the average tailpipe emissions of new vehicles they sell each year, otherwise they have to purchase credits from their competitors, or in rare circumstances, pay a penalty to the government.

To minimise the number of credits needing to be purchased, car makers are incentivised to sell more fuel-efficient vehicles, including electric vehicles, to reduce the average tailpipe emissions of all the new vehicles that they sell.

This is why countries that have these standards are prioritised for the supply of fuel-efficient vehicles, and countries that don't have a New Vehicle Efficiency Standard – like Australia – are at the back of the queue, and become a dumping ground for some of the world's least efficient vehicles.

Does a New Vehicle Efficiency Standard ban certain types of vehicles?

No, a New Vehicle Efficiency Standard does not ban any particular type of vehicle. Car makers can continue to sell whichever vehicles they want. What is important is that car makers ensure the average emissions rate of all the new vehicles they sell each year meets the new vehicle efficiency target set by the government.

The New Vehicle Efficiency Standard is technology-neutral, and as a result, it is up to car makers to import a mix of vehicles to meet the annual targets set by the standard.

How long will it take for the supply of fuel-efficient vehicles to increase once a New Vehicle Efficiency Standard is introduced in Australia?

New Zealand has only recently introduced a New Vehicle Efficiency Standard, and even prior to it starting the country saw an initial increase in the supply of efficient vehicle models, including electric vehicles.

In the case of Australia, we expect there will be a modest increase in the beginning of a New Vehicle Efficiency Standard, but as Australia starts to catch up to the US (by 2028 under the government's preferred standard), this supply will start to accelerate significantly.

It is important to recognise that it will take a few years for the market to fully respond to the standard, however, establishing a standard is critical for ensuring Australia does receive a strong supply of fuel efficient and electric vehicles as soon as possible.

What other policies does Australia need to accelerate the uptake of electric vehicles?

In addition to new vehicle efficiency targets, Australia should also introduce a strong package of nationally consistent incentives to reduce the upfront cost of purchasing an EV, and further stimulate demand.

The Australian Government has already introduced its electric car discount, which particularly supports fleets in adopting electric vehicles, and as a consequence, is helping to create a strong second-hand market for EVs when these fleet vehicles are sold in 3-4 years' time.

Other incentives should be considered in addition to a New Vehicle Efficiency Standard to support more Australians in making the switch to an EV. This could include options like a zero interest loan or lease scheme targeted at low and middle income households.

We welcome to opportunity to work with Australian governments and industry to explore and establish these incentive programs.

Notable EV Moments of 2023

Australia to miss climate target without bold action on EVs

Jun 24, 2023



Electric vehicle strategy released by Labor with key focus on improving supply and affordability

Apr 19, 2023



Australian farmers show electric cars can work in the middle of nowhere

11 Dec, 2023



Fuel efficiency standard could save drivers \$10,000, study finds

4 Jul, 2023

Electric vehicle manufacturers push for fuel efficiency standards to increase uptake of cars, hit net zero by 2050

28 Apr, 2023

ARENA targets better, more frequent EV charging stations

20 Apr, 2023



Electric trucks are driving closer to price parity with diesel, and are cheaper to run

Aug 1, 2023



High Court rules Victoria's EV tax 'unconstitutional'

20 Oct, 2023

Queensland woman uses electric car to run her son's dialysis machine during power cut

Dec 31, 2023





NSW expands funding for more than 100 public electric-car fast-chargers and fleets

Dec 2, 2023

Queensland announces \$6,000 rebate for buyers of new electric vehicles

Apr 21, 2023



ACT to incentivise electric vehicles with registration fee based on emissions rather than weight

Feb 2, 2023

E-Transport Package Advances Tasmanian Climate Action Plan

Nov 17, 2023

Nine new electric buses roll out in Melbourne's inner west

May 29, 2023

WA building the nation's longest EV charging network

5 Sep, 2023



Adelaide's first 100% electric bus takes to the road

Dec 8, 2023

Northern Territory adds 64 electric vehicles to its fleet

Dec 4, 2023



EV Council Highlights



An Australian new vehicle efficiency standard

After many years of advocating for the importance of a new vehicle efficiency standard, the EVC welcomed the Australian Government’s consultation on the design of a standard in April/May, 2023.

As part of this consultation, the EVC prepared a detailed submission⁸ outlining our recommendations for the design of a standard that would deliver more affordable, efficient vehicles for Australians (including EVs), and drive down fuel bills and emissions, while ultimately ensuring the transport sector does its fair share in contributing to meet our climate targets.

The Electric Vehicle Council welcomes the Australian Government’s recent announcement of its preferred standard design⁹. The EVC supports the government’s proposal, and recommends the standard is legislated as soon as possible in order to provide certainty to industry, and accelerate the introduction of more efficient vehicles, including EVs, into the Australian market.

⁸ <https://electricvehiclecouncil.com.au/fuel-efficiency-standards/>

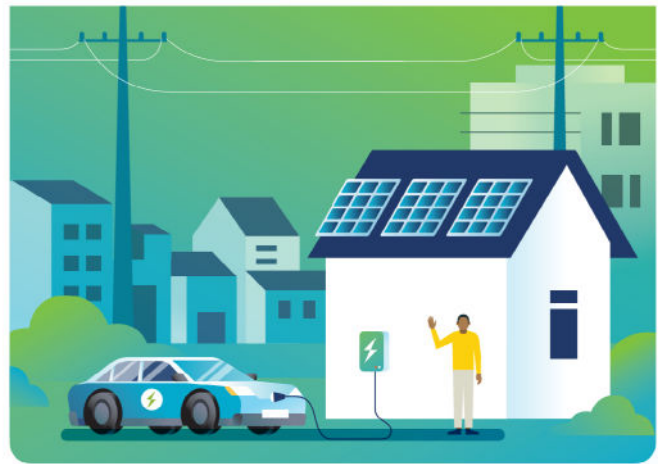
⁹ <https://cleanercars.gov.au>

EV Charging at Home

With more and more Australians either purchasing an EV, or wanting to make their next purchase an EV, in August 2023, the EVC published a handy guide on EV charging at home in August, 2023.¹⁰ This guide is specifically aimed at people living in standalone homes, who have access to off-street parking.

The EVC continues to support activities to enable EV charging in apartment complexes, and looks forward to the New South Wales and ACT Governments publishing insights from their multi-storey dwelling EV charging programs in 2024 to inform the broader rollout of infrastructure at these homes.

¹⁰ <https://electricvehiclecouncil.com.au/wp-content/uploads/2023/08/EV-Charging-At-Home-Guide.pdf>



ELECTRIC
VEHICLE
COUNCIL

EV charging at home

This guidance is intended for people living in standalone homes, with access to off-street parking, working out how to charge their car at home.

If you live in an apartment complex and want to understand your options, talk to your owners corporation, or send us a note at office@evc.org.au





Repeal of the Victorian Government's Electrical Vehicle tax

After a rushed implementation, and a lack of consultation, the Victorian Government's short-sighted EV tax was ruled to be unconstitutional and struck down by the High Court on the 18th of October, 2023, just over two years after it was introduced. The court case was brought by two Victorian EV owners, Kathleen Davies and Chris Vanderstock, who we commend for their commitment to addressing this flawed tax. In a majority ruling the High Court held the Victorian policy to be invalid.

The Victorian Government has since removed the charge, and the EVC expects all other state jurisdictions in Australia planning a similar charge to follow suit.

The EVC supports a mature discussion on national reform of road taxation, which includes consideration of the major costs of transport, including: road congestion, air pollution, carbon emissions, road safety, noise pollution, and road wear. Any road tax reform should consider the replacement of existing road taxes with a new, efficient road pricing scheme, that aims to reduce the above costs, while raising revenue to fund our transport system.

Any new road pricing scheme must consider that many Australians live in regional and rural communities, and they should not be unfairly penalised for needing to drive longer distances to access services, or inhibited from purchasing an EV.

The EVC looks forward to continuing to work with Australian governments over the coming years to explore what true road tax reform could look like for the nation.

Launching our EV Consumer hub including a new lifecycle emissions calculator

In November 2023, the EVC launched its Electric Vehicle Consumer Hub, a new platform on the EVC website aimed at providing information and resources to increase awareness and correct misconceptions about electric vehicles. A key feature of this hub is the lifecycle emissions calculator which is an Australian-specific tool that allows for comparison of emissions from petrol, battery electric, and hybrid vehicles, covering their entire lifespan from production to disposal. This was made possible thanks to the analytical support from Transport & Environment and the user-friendly interface designed by Mutual.

The EV Consumer hub can be accessed at: learn.evc.org.au

The Electric Vehicle Consumer Hub

With more and more Australians interested in purchasing an electric vehicle (EV) for their next car, we've pulled together this information hub specifically for consumers.

We will continue to build on the resources available here. If you have suggestions, please feel free to email us using the form at the bottom of this page.

- FAQs: All your questions answered.
- Lifecycle Emissions Calculator
- Fuel Efficiency Standards: What are they and why are they important?
- Get the Guide: EV Charging at Home
- MY NEXT CAR WILL BE... (with YouTube link)
- Get the Guide: FBT Exemption (Electric Car Discount)
- LEARN NOW: EV Ownership Costs
- EV Battery Reuse and Recycling
- OWN AN EV? WE WANT TO HEAR FROM YOU (EV OWNERSHIP SURVEY CLOSED, SOON)
- Get the Guide: EV Incentives in your State/Territory
- SPECIAL REPORT: Keeping Shelves Stocked in a Net Zero World
- NSW Government Heavy Vehicle Cost Calculator
- List of EVs available in Australia
- EV Charging A-Z
- Download our reports and submissions

We want to hear from you! EV ownership survey

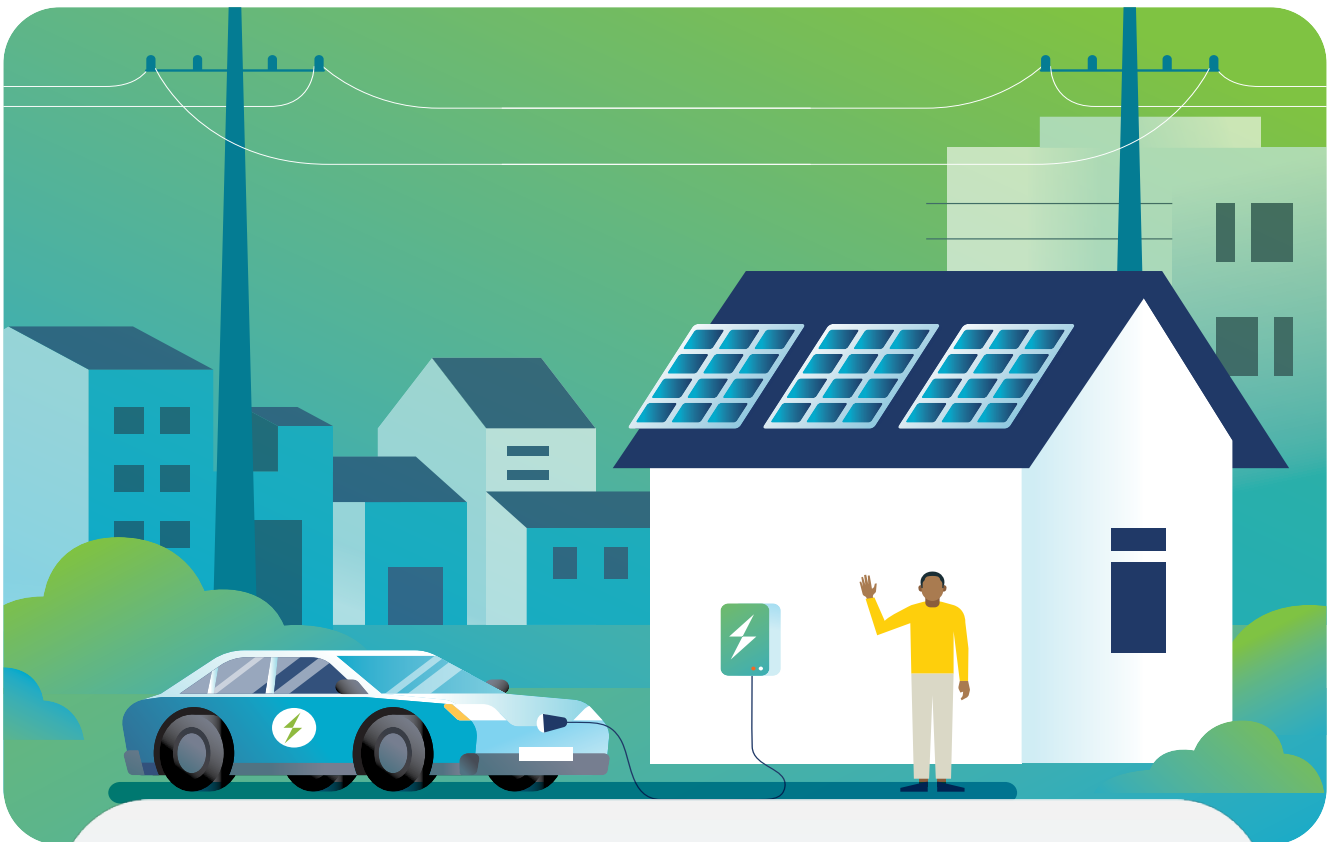
Following the launch of our Consumer Hub and related resources, the Electric Vehicle Council is collaborating with the University of Sydney to conduct a comprehensive survey on EV ownership.

This research aims to explore various aspects of EV usage, including charging patterns, travel behaviors, financial implications, and more, to better understand the real-world experiences of EV owners and those considering the transition to electric vehicles. The findings from this survey are expected to contribute to enhancing consumer education, driving industry innovation, and informing policy development for a sustainable and prosperous future in Australia.

The survey includes an opportunity for participants to enter a draw to win a state-of-the-art EV charger, provided by EVC members Wallbox, Fimer, I-Charge Solutions and Schneider Electric.



To complete the survey, please go to: survey.evc.org.au
 Please note – the survey closes 31 March 2024.



List of 2023 EVC Submissions, Reports & Tools

| Date | Submission | Body / Government |
|----------|---|--|
| Feb 2023 | Submission to the Australian Energy Market Commissions' Consultation on unlocking consumer's energy resources benefits through flexible trading | Australian Energy Market Commission |
| Feb 2023 | Submission to AEMO's draft 2023 inputs, assumptions and scenarios report | Australian Energy Market Operator |
| Feb 2023 | Submission to the Energy Security Board's Consultation Paper on an EVSE Standing Data Register | Energy Security Board |
| Feb 2023 | 2022 Australian Electric Vehicle Industry Recap | EVC Report |
| Feb 2023 | Submission to the Federal Government's Critical Minerals Strategy | Australian Government |
| Feb 2023 | Submission to the Federal Government's National Reconstruction Fund Consultation | Australian Government |
| Feb 2023 | Submission to the ACCC's Lithium-ion Battery Safety Consultation | Australian Competition and Consumer Commission |
| Mar 2023 | Submission to the Federal Government's Consultation on the National Battery Strategy | Australian Government |
| Mar 2023 | Submission to the NSW Government's Issues Paper on Going Circular in Clean Energy | NSW Government |
| Apr 2023 | Submission to Queensland Government's discussion paper on the Queensland Battery Industry Strategy | Queensland Government |
| Apr 2023 | Submission to the Federal Government's 2023-2030 Australian Cyber Security Strategy Discussion Paper | Australian Government |
| May 2023 | Submission to Federal Government's consultation on a Fuel Efficiency Standard: cleaner, cheaper to run cars for Australia | Australian Government |

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| May 2023 | Recommendations for an Australian New Vehicle Efficiency Standard | EVC Report |
| May 2023 | Public high power EV charging availability report | EVC Report |
| May 2023 | Submission to Federal Government’s Consultation on proposed acoustic vehicle alerting systems for EVs | Australian Government |
| May 2023 | Submission to the Australian Energy Regulator with regard to Ausgrid’s electricity distribution determination: 2024-29 | Australian Energy Regulator |
| June 2023 | Response to Queensland Electrical Safety Office’s discussion paper on a review of the Queensland Electrical Safety Act 2002 | Queensland Government |
| July 2023 | State of Electric Vehicles 2023 | EVC Report |
| July 2023 | Submission to the Battery Stewardship Council’s Discussion Paper on EV Battery Stewardship | Battery Stewardship Council |
| July 2023 | Response to the Queensland Electricity Connection Manual Service and Installation Rules Version 4 Draft | Energy Queensland |
| July 2023 | Raising standards, cutting costs: How an effective new vehicle efficient standard can reduce vehicle emissions and save consumers money | EVC Report produced by Mandala |
| Aug 2023 | EV charging at home guide | EVC Resource |
| Aug 2023 | Response to SA Power Networks draft regulatory proposal: 2025-2030 | SA Power Networks |
| Aug 2023 | Response to Green Paper on South Australia’s Energy Transition | South Australian Government |
| Aug 2023 | Response to final report on Queensland Electrical Safety Act 2002 | Queensland Government |
| Aug 2023 | Response to Energy Security Board-Australian Energy Regulator Consultation Paper: benefits of increasable visibility of networks. | Energy Security Board / Australian Energy Regulator |
| Sept 2023 | Submission to ACCC’s Consultation on Draft Guidance on Environmental and Sustainability Claims | Australian Competition and Consumer Commission (ACCC) |

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| Sept 2023 | Response to ERC0346: Unlocking consumer’s energy resources benefits through flexible trading | Australian Energy Market Commission |
| Sept 2023 | Response to ERC0352: Scheduled lite rule change proposal | Australian Energy Market Commission |
| Sep 2023 | Response to consultation on Victoria’s Zero Emission Bus Transition | Victorian Government |
| Oct 2023 | Response to Ergon’s 2025-2030 Draft Plan | Ergon Energy (Energy Queensland) |
| Oct 2023 | Response to Energex’s 2025-2030 Draft Plan | Energex (Energy Queensland) |
| Nov 2023 | EV Consumer Hub: learn.evc.org.au | EVC Resource |
| Nov 2023 | EV Lifecycle Emissions Calculator | EVC Resource |
| Nov 2023 | EV Battery Reuse and Recycling Explainer | EVC Resource |
| Nov 2023 | Response to the NSW Parliamentary Inquiry into electric and hybrid vehicle batteries | NSW Government |
| Nov 2023 | Response to NSW Government Request for Information on a Single interoperable and roaming Electric Vehicle (EV) charging payment solution | NSW Government |
| Dec 2023 | Submission to Tasmania’s Emissions Reduction and Reduction Plan | Tasmanian Government |



Australian Electric Vehicle Industry Recap 2023