



Australian Government

Australian Government response to the Senate Select Committee on Electric Vehicles report:

The use and manufacture of electric vehicles in Australia

May 2024

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Overview

The Senate Select Committee on Electric Vehicles tabled its report on 30 January 2019. The Government's response to the Report's recommendations is below.

Australian Government response

Consensus recommendations

Consensus recommendation 1:

The Committee recommends that the Australian Government develop a national EV strategy to facilitate and accelerate EV uptake and ensure Australia takes advantage of the opportunities, and manages the risks and challenges, of the transition to EVs.

Addressing these risks and challenges will require effective national standards and regulation in regards to charging infrastructure and electricity grid integration, building and construction, public safety, consumer protection, processes for disposal and/or re-use of batteries, and skills training.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 2:

The Committee recommends that the Australian Government should take a national leadership position in establishing an inter-governmental taskforce to lead the development and implementation of a national EV strategy.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 3:

The Committee recommends that the Australian Government consider establishing national EV targets for light passenger vehicles, light commercial vehicles and metropolitan buses.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 4:

The Committee recommends that the Australian Government consider establishing a national EV target for the Government fleet.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 5:

The Committee recommends that the Australian Government coordinate with operators in the charging infrastructure industry to develop a comprehensive plan for the rollout of a national public charging network.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 6:

The Committee recommends that the Australian Government introduce more stringent vehicle emissions standards, and establish a new CO₂ standard, informed by those implemented in other developed countries and the findings of the Ministerial Forum on Vehicle Emissions.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 7:

The Committee recommends that any national strategy by the Australian Government should develop a consumer education campaign to raise awareness of the capabilities and benefits of EVs.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 8:

The Committee recommends that the Australian Government work with the state and territory governments to bring a Formula-E Championship race to Australia.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 9:

The Committee recommends that the Australian Government develop and implement a comprehensive 10-year EV manufacturing roadmap, also covering research and development, vehicle and system design and manufacture batteries, telematics, supply chain and component manufacturing

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 10:

The Committee recommends the Australian Government coordinate federal, state and local government EV fleet, truck and electric bus procurement through the inter-governmental EV taskforce (Recommendation 2).

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 11:

The Committee recommends that the Australian Government works with state and territory governments through the COAG Industry and Skills Council to establish national training arrangements for automotive service technicians in relation to electric vehicles.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 12:

The Committee recommends that the Australian Government, in conjunction with industry stakeholders, fund apprenticeships and traineeships in the local EV and associated manufacturing sector.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 13:

The Committee recommends that the Australian Government work closely with electricity market agencies, states and other relevant stakeholders to prepare a 10-year plan detailing priority electricity network infrastructure upgrades needed to manage demand from EVs.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 14:

The Committee recommends that the Australian Government work closely with the Australian Energy Market Operator (AEMO) to:

- Expedite the establishment of a register of distributed energy resources (DER);
- Develop a strategy for AEMO to access and direct the DER to charge or provide electricity to the grid to meet operational requirements.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 15:

The Committee recommends that the Australian Government work with state and territory governments, through COAG and the Building Ministers Forum, to explore necessary amendments to the National Construction Code to render all new dwellings 'electric vehicle charger ready'.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 16:

The Committee recommends that the Australian Government work with Standards Australia to amend AS/NZS3000:2018 *Electrical installations: Wiring Rules* to the following effect:

Where a smart load management system is not implemented, assume all the electric vehicle chargers will be running at full capacity all the time. Where a smart load management system is implemented, assume electric vehicle charging load will be effectively limited by the parameters of this system.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Consensus recommendation 17:

The Committee recommends that the Australian Government work closely with Standards Australia to establish a series of national standards in relation to EVs.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendations

Chair's recommendation 1:

The Australian Government establish national targets for EVs to make up:

- 25 per cent of new light passenger motor vehicle sales by 2025;
- 30 per cent of new light commercial vehicles sales by 2025; and
- 20 per cent of new metropolitan bus sales by 2025.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 2:

The Australian Government narrow the definition of 'fuel efficient vehicles' to vehicles that do not use more than four litres of fuel per 100 kilometres, reduce the standard luxury car tax threshold to \$57,180, and freeze the index both rates to motor vehicle CPI.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 3:

The Australian Government phase in a road user charge on EVs over a five year period (20 per cent per year) from 1 July 2025, levied at an equivalent rate to fuel excise, and calculated on a per kilometre travelled basis.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 4:

The Australian Government exempt EVs from import tariffs from 1 July 2019 to 30 June 2026.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 5:

The Australian Government exempt EVs from fringe benefit tax from 1 July 2019 to 30 June 2026, and review fringe benefits tax and salary sacrifice arrangements to ensure EVs are not unfairly disadvantaged compared to internal combustion engine vehicles.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 6:

The Australian Government allocate \$390 million in co-funding to help state and territory governments temporarily reduce motor vehicle registration and stamp duty for all new and existing EVs.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 7:

The Australian Government establish mandated targets that 50 per cent of new Australian Government motor vehicle purchases/leases be EVs by 2025

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 8:

The Australian Government establish a \$300 million grant fund to support the rollout of highway and workplace EV charging infrastructure where it is not commercially viable without government support, and a \$300 million EV Charging Infrastructure Program within the Clean Energy Finance Corporation to support the roll out of commercially viable EV charging infrastructure.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 9:

The Australian Government establish a \$300 million manufacturing grants scheme for domestic EV and EV component manufacturing.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 10:

The Australian Government allocate \$100 million to an EV technology research and development grants scheme.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 11:

The Road Vehicle Standards Rules be amended to allow all EVs to be considered eligible for independent importation, irrespective of whether a model has been previously sold by Original Equipment Manufacturers (OEM) in Australia, but only after the models cease being sold new in dealerships.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 12:

The Australian Government work with the state and territory governments through the COAG Transport and Infrastructure Council to amend state and territory based light vehicle dimension limits to reflect the heavier weight (battery pack related) of light commercial EVs.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Chair's recommendation 13:

The Australian Government work with Flinders University and automotive and energy industry partners to establish a pilot Future Mobility Centre (FMC) at Tonsley, South Australia.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Australian Greens' recommendations

Australian Greens' recommendation 1:

That the Commonwealth Government commit to a 100 per cent phase-in of passenger and light commercial electric vehicles by 2030.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Australian Greens' recommendation 2:

That the Commonwealth Government set mandatory electric vehicle sales targets for each year between 2020 and 2030.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Australian Greens' recommendation 3:

That the Government immediately begin work on its proposed road pricing study and that that study report before the end of 2019

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Senator Rex Patrick's recommendations

Senator Rex Patrick's recommendation 1:

The Government should utilise the approximate \$740 million of underspent and forecast underspend funding in the ATS to jump start EV manufacturing and value chain support activities.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.

Senator Rex Patrick's recommendation 2:

The Government should legislate to prohibit the sale and import of new internal combustion engines in motor vehicles by 2035.

The Government **notes** this recommendation.

However, given the passage of time since this report was tabled, a substantive Government response is no longer appropriate.