

Senate Select Committee on Electric Vehicles
Questions on Notice
Melbourne public hearing (Friday 31 August 2018)

Questions from Hansard –Bloomberg NEF

Question No.	Asked by	Question
1.	Senator Patrick (p. 8)	<p>Senator PATRICK: Sure. Where I'm coming from is that I looked at AEMO's submission today and it's very top level, very motherhood, with no detail in it at all. At least you've got some data, not necessarily a lot of Australian detail. Which government departments are you providing data to, because I've heard evidence before this committee that the electric vehicle emissions ministers' forum hasn't really been talking about this much? AEMO's submission appears to be lacking. Which departments are you providing data to?</p> <p>Mr Asghar: I'm not sure if I'm allowed to disclose specific departments, but can I take that question on notice?</p>
2.	Senator Patrick (pp. 8–9)	<p>Senator PATRICK: Sure, but you made mention—and I'll just ask two further questions; they are related. In your statement just then you said you look at the reasons there is sluggish uptake for EVs in the Australian market. I wonder if you could perhaps provide the committee with what you think those reasons are. A second, related question, as a contrast, is: why has Norway had a much, much greater uptake?</p> <p>Mr Asghar: Sure. Policy isn't the major reason. Electric vehicles currently still demand quite a big premium over internal combustion engine cars. So the purchase price of electric vehicles is a factor that results in sluggish uptake in Australia. Other things are broader policy measures such as fuel economy regulations. Fuel economy regulation is an important aspect. It's kind of a stick that governments put into place in other markets around the world. That forces car manufacturers to sell a certain proportion of electric vehicles to meet their fuel economy regulation thresholds. That's one of the reasons. Then you have other purchase incentives that have been placed in Norway—gasoline prices and taxes on internal combustion engine cars. There are a broad range of policy measures that set apart Norway from Australia. In</p>

		<p>Australia, the major reasons are the cost of electric vehicles, lack of policy measures and then lack of model availability. The lack of model availability is tied to policy measures, because car manufacturers won't bring in cars to the market if they don't think that they will be sold here.</p> <p>Senator PATRICK: I'd be grateful if you could take notice perhaps those policy measures, providing a contrast between what Norway has done and what Australia hasn't done. I'd be grateful if you could provide that to the committee on notice.</p> <p>Mr Asghar: Sure.</p>
3.	Senator Carr (p. 9)	<p>Senator KIM CARR: But is it also the case that Toyota is moving away from the use of lithium in their battery systems?</p> <p>Mr Asghar: I'll have to check on that. Toyota has been a large proponent for hydrogen fuel cells.</p>

Response to Question 1

Please see below a list of Government Departments and agencies that have access to BloombergNEF research on electric vehicles.

1. Department of the Environment and Energy
2. Department of Foreign Affairs and Trade
3. Clean Energy Regulator
4. Clean Energy Finance Corporation
5. Australian Renewable Energy Agency
6. Australian Energy Market Operator
7. Australian Energy Market Commission
8. Government of South Australia
9. New South Wales Department of Industry

Response to Question 2

As per Senator Patrick's request, below are select policy measures introduced in Norway that have incentivized the uptake of electric vehicles. This is provided for comparison purposes only and should not be taken as an exhaustive list of factors that have influenced the uptake of EVs in Norway.

Table 1. Select policy measures to support EV uptake in Norway

Policy type	Details	Status
Tax exemptions	EVs receive a 50% discount on the one-off registration tax on a vehicle	In force
	The purchase of EVs is exempt from the value-added tax (VAT) which normally amounts to 25% of vehicle value for all other motor vehicles.	In force
Charging infrastructure purchase support	Government formed several funds to support the deployment of EV charging infrastructure	Expired
EV deployment targets	By 2018, the Norwegian government aimed to deploy 50,000 electric vehicles on its roads. This target was achieved in April 2015.	Expired
	By 2030, the region of Hordaland aims to have 40% of all light-duty vehicles on its roads to be electric.	In force
Driving and parking permissions	Since 1999, BEVs have been exempt from parking fees in Oslo.	In force
	Since 2003, BEVs have been allowed to access bus lanes and taxi lanes in Oslo.	In force
	Since 1997, BEVs have been exempt from payments on toll roads.	In force
	Since 2009, BEVs have been exempt from fares on ferries.	In force
High petrol and diesel prices	Norway currently has one of the highest prices of gasoline and diesel within the OECD nations while Australia ranks amongst the lowest.	In force

Response to Question 3

All major electric vehicle (EV) manufacturers, including Toyota, currently use different variants of lithium-ion batteries in their EVs. Automakers are slowly modifying lithium-ion batteries to increase their energy density and reduce the amount of cobalt used. This is mainly done through modifying the cathode chemistry. We currently do not have any evidence that suggests that Toyota is completely eliminating lithium from their batteries or is moving away to other battery types.