

Minutes

Meeting of the AEVA Tas Branch
Launceston College, 23/03/2023 19:10

Attendance

Christopher Walkden (Secretary), Ray Johnston, Charles Gregory (Vice Chair), Clive Attwater (Treasurer), Shayn Harkness, Julie Hargreaves, Michael Wadsley, John Fast, Jon Ettershank (Director), Zara Walkden, John Bluhdorn, Sean Manners, Alan Gregory, Kate Gregory, Peter Harris, Grant Hyland, Paul French, Holland Turner, Scott Ashton

Apologies

Penny Wadsley, Penny Cocker

Confirmation of minutes from previous meeting

Moved by Michael Wadsley, seconded by Charles Gregory that the minutes of the previous meeting (available [here](#)) be accepted as an accurate record; carried.

Correspondence in/out

No significant correspondence to report.

General Business

AEVA Tasmania

Treasurer's Report, 23/03/2023

Balance at last meeting: **\$2,068.75**

Since the last meeting -

Payments made:

AgFest site payment **\$2,060.00**

Devonport City Council meeting venue **\$75.00**

Reimbursement, Lance Turner postage **\$54.00**

Total payments **\$2,189.00**

Income received:

Loan to cover Agfest payment **\$500.00**

The current balance is **\$379.75**

Clive Attwater moved that the treasurer's report be accepted. Seconded by Ray Johnston, carried.

News

Charles provided some [slides](#) as a summary of news from various sources.

- The GWM Ora is to be sold in Australia, a relatively affordable vehicle.
- A couple recently purchased a BYD Atto 3 in Perth, and drove it to Sydney. This shows that it is possible to make the trip across the Nullarbor even in a modestly-priced EV. It did take some time, and they purchased a portable DC charger to make the trip.
- Various news items show that peak charging events are overwhelming Tesla Supercharger sites interstate. Tesla is responding with a number of new sites, including some with significant numbers of charging bays.
- Tesla Superchargers have been only available to Tesla cars up until now. Tesla has opened up some sites in NSW to all cars, as a trial in advance of rolling this out to all sites.
- A 'drop in charger' has been developed, as a short-term charging solution for certain situations. It includes a 300 kWh battery, which means that it can charge cars fast, then charge up its own battery slowly, for instance overnight. In theory this can provide 300 kW of charging speed in short bursts from a 30 kW electrical connection.
- The Tasmanian Government developed a [discussion paper](#) on a Road User Charge for EVs. Unfortunately the AEVA was not able to develop a submission before the closing date.

Tasmanian Chargers [\(Click here](#) for the latest Tas fast charger map by Charles)

Electric Highway Tasmania (EHT) is a small Tasmanian company formed by AEVA members to install DC fast charging throughout the state. It has received grants from Tasmanian and Federal governments. Clive Attwater is the managing director, and he made some points and answered some questions:

- The EHT Oatlands site should now be open and taking payments. The site was opened after longer CCS2 cables were installed. The short cables meant that certain cars were not able to charge while parking front-in, and reversing in is not safe (or legal) in this situation (angle parking on a one-way street). This site has been very popular while it was free.
- The Oatlands site is the first to use the new Kempower chargers. The displays on this model are customisable, and Clive is working to figure out how this works. So the information displayed may change over time.
- Clive spoke (rapidly!) about various EHT fast charge sites to be commissioned soon. Check Charles' map above to see the locations.
- There is a new DC charger at George Town Council. This is operated by Energy ROI.
- EHT has a policy that they will expand a site when queuing reaches 20% of charging sessions (annually). The Burnie, Devonport and Swansea sites have reached this point already, and so more chargers are to be installed. Chargers were ordered some time ago, they will perhaps arrive in October for installation in November.
- Exeter is still waiting on a site agreement.
- EHT is to purchase the Kings Meadows Chargefox site. Chargefox is divesting of charger installations, to concentrate on its billing services.
- The EHT Cradle Mountain site will be at a Hotel. The Visitor Centre was the original preferred site, however there were several difficulties, including barriers to future expansion.
- Evie is opening new sites in Tasmania soon.
- Ampol and BP are opening new sites around Australia, however there is no sign of them expanding into Tasmania as yet. It is speculated that they may find it difficult to turn a profit in Tasmania, as there might be less income from fleet operators in the state.
- Waddamana charging station is currently shown as 'under repair' on Plugshare.com. It was asked what the problem was, but Clive could only speculate that it might be something to do with the poor communications infrastructure in the area.
- Clive noted that the EHT policy is that their chargers will not stop working due to a

- breakdown of communications. If this happens then the chargers revert to free charging.
- Hire car company Sixt appears to have some good EV policies. When they hire you an EV they supply a Type 2 cable for AC chargers, 10 A EVSE for power points and a Chargefox RFID card for DC fast chargers. There is also no requirement to 'fill' the car before you return it. This should make it relatively easy for an interstate tourist (for example) to pick up their vehicle and go. Other hire car companies don't necessarily provide any of these options.
 - Clive stated that he's been talking to the [EV Council](#) (an organisation representing the Australian EV industry) about 'Plug & Charge' technology. This is where your car carries an RFID tag, meaning that a charger can automatically identify your car when you plug in, and automatically initiate charging and billing. Tesla has implemented a version of this since the early 2010s.
 - A version of Plug & Charge has been (is being?) developed in Europe, but has become very problematic. There are problems with who should own the data, when it can be shared and with whom, etc., etc.
 - The EV Council has looked into this, with the aim of implementing a system in Australia. After starting out being advocates for Plug & Charge, they have now concluded that the best system for Australia is to use credit card instead.
 - Clive asked for comments from the room – would you prefer Plug & Charge or credit card? No real preferences were offered, although it was noted that credit card would be better than RFID cards in many instances, and many of the apps require a credit card anyway.
 - Clive said that all EHT sites are supposed to have credit card readers, these were initially supplied by Jetcharge, and were installed at all the original sites. The Jetcharge units were initially complex to operate, but were improved with software updates. The new Jetcharge units are on order, but due to lack of supply they have not been installed at the newer EHT sites yet.

Tasmanian Conversions

We have Launceston and Hobart based email lists for people interested in converting vehicles to electric. Contact the secretary if you'd like to be on one or both lists.

An update from Jay McGlashan on the Hobart group:

Hobart Conversions Group has been a little more active this year, with a new member Matthew and are gathering parts to convert a Daihatsu Hi-Jet, in pretty good shape, from Sophia.

The plan is to replace the rear axle with a Transaxle, with a 20kW motor mounted with a transaxle.

The car will be moved to New Town by the end of April, with work to begin early May.



Ray Johnston reported on the Launceston group:

The group hasn't met lately, but there is a Mighty Boy conversion underway at Launceston College. The motor for this vehicle was damaged, and is with a motor rewinds business to be rewound. Teacher Kerry Garwood is an auto-electrician by trade, and has said that he might go and spend a day with the business to see if it can be progressed. The repair has been quoted at around \$3000.

Peter Harris reported that he'd seen some Hyundai (or Kia) battery packs at Recycal in Launceston:



National AEVA

- Jon Ettershank is our board member at the national level. He spoke about the national body developing consistent policies for AEVA, on topics such as the Road User Charge, Emissions Standards etc. These are currently being developed by the board and the branch chairs. They will be circulated to members once they are developed to a certain point, but if you'd like to be involved in their development now please contact the secretary.

Reports on Events

- February 19 – EVs @ Willies.
This was an informal meetup, initiated by an EV owner and advertised on Facebook. John Fast saw this and also made an Event on the AEVA website to advertise it further. About 7 people came along for a nice meal and chat.
Informal events like this are highly encouraged! If you have an idea then the secretary can help you advertise it, especially via the monthly newsletter email. This email comes out at the start of each month, and the secretary will add a note to the next one to encourage submissions.
- March 11 & 12 [Fully Charged Live Australia](#) (follow the link for some photos).
This was a large, indoor expo with panel discussions, exhibitors and test drives. Entry was about \$50 per person, and about 14,000 patrons attended including several Tasmanian members.
- March 11 & 12 Motorama at Longford.
Paul attended and found it quite disorganised, due to the last-minute nature of the event. Nonetheless he had some interesting discussions with various people.

Planning for Upcoming Events

- March 25 & 26 [Big Weekend of Sustainable Living Ideas](#).
A test-drive day was proposed for this event, but it was decided that the venue was not suitable. AEVA will not have a presence.
- March 26th [Devonport Motor Show](#)
We have a few people registered for this show. This year they are not placing groups themselves, so we need to arrive together if we want to be together. We've decided to meet up at Anvers, and leave as a group at 9am. If you haven't registered you are still welcome to join us!
- April 1st [NW Ecofest](#) (Ulverstone)
Last year AEVA ran an Elektrikhana (test drive day) at Ecofest. We'll do it again this year, in much the same way as last year. This means that we have all the planning etc. largely worked out. There are various volunteer jobs involved, including working on the registration desk, marshalling people and marshalling vehicles. As well as volunteering your car as a static display, or taking people for rides or drives.
There is accommodation on site as well. Contact the secretary if you'd like more information.
- April 16th Triabunna [Electric-Hybrid Vehicle Show](#)
This is a laid-back show that nonetheless gets a lot of interest. Just turn up, or contact Jon <jon.ettershank@tas.aeva.asn.au> for more information.
- May 4, 5, 6 [Agfest](#)
We have site 114 on First Avenue, right next to Tasweld's large Main St. site. Our site this year is 20 x 20 m, and we'll be concentrating on EVs with a commercial, industrial or agricultural application. For instance we'll have the JMC truck, and hopefully an EV Automotive Van on display. Also suitable would be Utes, 4WDs, ATVs, Ag bikes, chargers, solar installers etc. If you know of a business that might like to display at our site

please contact the secretary ASAP.

- Electrikhana for commercial vehicles?

Clive had an idea that since there are so many commercial vehicles becoming available, perhaps we should run a test drive day specifically for them. Some ideas were floated at the November meeting, please see the minutes for details.

Nobody has yet volunteered to be on a committee to work on this idea. Please contact the secretary if you'd like to be involved. If we don't hear from anyone then it won't go ahead.

- Treasure Hunt idea (Charge-a-Thon?)

Sean Manners has an idea for a fun activity which could also raise money for needy Tasmanians. A small working group of Jon Ettershank, Ray Johnston and Sean have been working on ideas.

- Working title is Charge-a-Thon.
- Aims include raising the profile of AEVA, improving familiarity with new charging sites, raising money to help people pay for their electricity.
- Jon is attempting to make contact with Aurora's hardship department. Failing this, charities such as the Benevolent Society and Salvation Army have programmes specifically designed to help people with utility bills.
- Entrants would pay an entry fee.
- A list of points-weighted questions will be developed.
- Some questions you can answer from home, some will require travelling to the site of a charger.
- There will be a period of time over which questions can be answered, culminating in a day out for people to get together.
- TOCA has monthly events, this could line up with one of them.
- Sponsorship would be sought from relevant businesses

If you have an idea or would like to be involved please contact the secretary.

- National AEVA Event ideas

Each year one AEVA branch hosts a national event. Traditionally this has been centred around the national AGM, however in recent years the AGM has been held via Zoom, and so these two things have become decoupled. The AGM is in October or November, but last year the ACT Expo was held in August.

This year (2023) is in Perth, and is the 50th anniversary of the AEVA.

Next year (2024) is Tasmania's turn. Tasmania last held this event in 2017, and managed a two-day conference, static car show and a trip to Cradle Mountain. These were all fantastic, and started a nation-wide trend towards large expo-style conferences with big budgets.

Christopher Walkden has been thinking about what the Tasmanian branch might do in 2024:

- Initially, he thought that perhaps with Fully Charged, another national conference would be too many. But speaking to exhibitors at Fully Charged, they seemed keen to attend more events around the country.
- We probably don't have the volunteers to run a large event ourselves, but an event like this should attract enough sponsorship that we could engage a third-party event organisation to run it for us. Previous national AEVA events have been run by such companies, as was the Fully Charged Live event.
- Jon stated that recent national events have turned a decent profit.
- The 'sheds' on the waterfront at Hobart might be suitable for a large expo event. Thinking that only EVs might not be enough to fill such a venue, perhaps we extend the reach. An idea is 'The Energy, Electricity & Efficiency Expo'. This would therefore include EVs, plus solar, home batteries, heating options, building options etc.
- Sustainable Living Tasmania used to have an annual festival along these lines, and might like to be involved.
- Fully Charged Live was quite expensive for patrons, and reasonably niche. It would be good to make this expo cheap (or free), and aimed at the general public. The location

- would perhaps catch walk-through traffic, rather than just being pre-paid tickets.
- If you'd like to work on this, please contact the secretary. An initial Zoom meeting would be good to come up with ideas.
- EV Efficiency Challenge idea
 - Christopher has another idea, which would work in with the expo idea. This one is for an efficiency challenge for EV drivers:
 - The challenge starts out at the expo. All drivers' cars are charged up to 100% at this point.
 - The course is to a set destination and back again. There would be a checkpoint at the destination, but the route taken there and back is up to the driver. Speed is also not regulated, but participants must adhere to the road rules. An example destination was given as Mt Wellington. *Michael Wadsley later suggested somewhere in the Huon, as there are multiple routes to take, some flatter than others.*
 - The contestants make their way to the checkpoint and then back to the expo. As they arrive, they drive into the venue and park in a line up against one wall.
 - Along the wall is a long line of AC chargers. For example 50 ABB chargers, where ABB is the major sponsor of the challenge. Each car parks in front of a charger.
 - Once all vehicles have returned and parked, each driver stands next to their car with the plug from the charger, ready to plug in. The announcer builds it up and everyone plugs in after a countdown. Everyone watches for the lights to go out, but it has been engineered better than that!
 - This is an efficiency challenge, so if everyone is charging at the same rate, the first one to reach 100% is the winner. This means that the chargers need to limit the rate to the same rate as the slowest vehicle. For instance an older Nissan Leaf charges at 3 kW. 50 vehicles charging at 3 kW is 150 kW. If the venue cannot supply 150 kW then the number of entrants and the charging rate can both be adjusted to suit.
 - Once plugged in, large screens will show the charger software, giving the energy used by each vehicle (in kWh) while charging. This then becomes a race, played out over perhaps 2 hours.
 - During the two hours, something is planned to keep the participants entertained, while still keeping them in the area with the vehicles. Perhaps the whole thing is timed around a long-table dinner. Dessert is timed to coincide with the first vehicles reaching 100%.
 - The first one to reach 100% gets 'line honours', but may not be the winner. The winner will be decided by the kWh used as per the software on the big screens.
 - It is likely that a Tesla 3 or Hyundai Ioniq will be the overall winner, and second, and third. Other categories could be acknowledged, for instance the most efficient of the Nissan Leafs. This will help to recognise driver skill.
 - Hybrids and pushbikes would not be allowed to enter, as they both use 'fuels' that are not electricity in batteries. However motorbikes could enter, and would need a separate category, as they'd definitely win!
 - It is acknowledged that this challenge is for EV and efficiency nerds, and would not be for everyone. Hopefully this event would enthuse AEVA members to bring their cars from interstate, in the same way that the Cradle Mountain Charge did in 2017.

Meeting closed 21:03

Next meeting: 19:00 May 24th at the Glenorchy Library, Hobart

Meetings are the fourth Wednesday of every second month, see our [website](#) for a full list of meeting dates and locations.

Text written in italics was added by the Secretary while writing the minutes, and was not part of the meeting on the day.

General information:

For more information on any of the topics covered, or for contact information of the people mentioned, contact the secretary Christopher Walkden at: secretary@tas.aeva.asn.au

Want to join the AEVA or join our mailing list? Need info on EVs? See our [website](#).

Members' discounts:

- 20% off **Tesla Limousines & Tours** <https://teslatours.limo/> (Statewide)
- Discounted EV chargers from **Gelco**: <http://www.gelcoservices.com.au/>
- Fonzarelli Electric Scooters are offering a 5% discount and a free charger pack to AEVA members: <http://www.fonzarelli.co/>