



AEVA POLICY RECOMMENDATIONS FOR THE 2024 ACT LEGISLATIVE ASSEMBLY ELECTION VERSION: 12 APRIL 2024

Foreword

Since 1973 the Australian Electric Vehicle Association (AEVA) has advocated for electric propulsion across the full breadth of the transport sector – bikes, motorcycles and scooters, cars, vans, utes, trucks, buses, trams, trains, boats and aeroplanes. AEVA’s mission is to transition Australia’s transport networks to electric drive as quickly as possible.

This is a statement of policy recommendations from the AEVA ACT Branch for candidates in the 2024 ACT Legislative Assembly election. Recommendations are mainly drawn from a nationally developed suite of AEVA policies tailored for the ACT context. This document serves as a set of proposals to accelerate the electrification of transport in the ACT and to meet the needs of the EV drivers and riders that AEVA represents.

The transportation sector is the largest contributor to greenhouse gas emissions in the ACT. The sector contributes 65 per cent of emissions. In order to reach net zero by 2045, it is vital that every effort is made to decarbonise this sector. The majority of ACT transport emissions are due to passenger vehicles. Although the ACT is known for being a leading Australian jurisdiction for electric vehicle adoption, transport emissions continue to rise. Moreover, the EV landscape is continually changing and the needs of EV owners are evolving as EVs become mainstream. The policies below outline how AEVA sees the ACT can move into the next stage of the era of e-mobility and make significant and substantial cuts in transport emissions.

Public transportation

Recommendation 1: The ACT Government should commit to a biannual timetable (with annual reporting) to replace all Transport Canberra buses with electric models by 2036. This may require retiring some newer buses before the end of their normal operational lifespan.

Recommendation 2: Provide banks of relatively inexpensive, slow EV charging points at Park & Ride sites to encourage more people to use public transport. For those living in apartments without access to charging of their own, these points can provide them with a convenient place to charge.

Incentives

Recommendation 3: Maintain the policy position that no fossil fuel vehicles can be newly registered in the ACT from 2035.

Recommendation 4: Ensure that incentive schemes remain relevant and effective such that the current sales target of 80 to 90 per cent of new vehicles being EVs by 2030 will be met.

Recommendation 5: Increase stamp duty on larger, more polluting vehicles (category C and D) which are counteracting the reductions made by the growing EV fleet. Adjust ACT motor vehicle duty thresholds and fees payable to provide a clearer incentive for vehicles with true zero tailpipe emissions by increasing duties on hybrids and plug-in hybrids (while remaining lower than the duty on categories C and D).

Recommendation 6: Provide appropriate incentives (such as low interest loans) and support and advice for businesses to encourage ownership of light commercial electric vehicles in view of the fact that business vehicles tend to mount up many more kilometres per year than private passenger vehicles.

Recommendation 7: Ensure that the Sustainable Household Scheme is accessible to those who might wish to buy second-hand EVs from interstate, through auctions, or from a used car dealer who is not registered in the Scheme.

Apartment charging

Recommendation 8: Harmonise the Sustainable Household Scheme so that freestanding home owners, unit owners and owners corporations are equally eligible for loans to install EV charging infrastructure. Provide ongoing advice to owners corporations about best practice in retrofitting residential apartments to support EV charging.

Public charging

Recommendation 9: Where the ACT Government provides financial assistance to install publicly available charging infrastructure, ensure that the contractual agreements mandate:

- charger reliability (98 per cent uptime);
- appropriate signage to make it easy locate chargers;
- provision for at least one accessible bay per installation (using the existing RAA guidelines);
- 'idle fees' for occupying a bay after charging has finished;
- a credit card payment option; and
- the display of charging fees.

Recommendation 10: Providers of EV rapid chargers continue to provide at least one CHAdeMO plug per charging station, to support older EV models with CHAdeMO charging.

Recommendation 11: Encourage through ACT Government promotion and workshops the installation of AC 'destination' charging at suitable locations including hotels, motels and other venues.

E-bikes

Recommendation 12: Encourage the uptake of electric bicycles, stand-up scooters and other electric rideable devices. This can include financial assistance for households to buy an electric bike or cargo bike, as well as initiatives to motivate greater participation in active transport.

Data Transparency

Recommendation 13: De-identified ACT motor registry data should be published quarterly to better track the EV transition and changes in the emissions profile of the passenger vehicle fleet.