



25 November 2025

Inquiry into Electricity Supply for Electric Vehicles

The City of Port Phillip welcomes the opportunity to contribute to the Parliamentary Inquiry into Electricity Supply for Electric Vehicles (EVs). As a densely populated inner metropolitan council with limited off-street parking with a clear intent to support the shift to EV's and high community interest in sustainable transport, Port Phillip faces unique challenges and opportunities in progressing the installation of EV charging infrastructure. Partnerships between the Council, State Government, Utility providers and private EV charging providers are crucial for successful realising our aims EV uptake in our city.

Electric vehicles (EVs) represent a critical component of Victoria's transition to a low-emissions transport system. However, their integration into the electricity grid must be carefully managed to ensure grid stability, equitable access, and alignment with broader climate and energy goals. Council also recognises that EVs are only one part of the solution in reducing our transport emissions and as we invest we also call on the state government to invest in active transport and public transportation infrastructure.

Council's **Act and Adapt Sustainable Environment Strategy 2023–28** commits to accelerating EV uptake through supporting the installation of EV charging infrastructure. A pilot program to support the installation of privately owned chargers on public land was extended from 10 chargers to 100 to support community demand.

This Council Officer submission addresses the Committee's questions with reference to our local context and Council policy.

1. Strategies to reduce EV charging during periods of peak demand on the grid and increase charging during periods of peak supply;

Port Phillip supports the integration of **smart charging infrastructure** and **time-of-use pricing** to shift EV charging to off-peak periods. Council is working with providers to install public chargers in car parks and to install utility pole-mounted chargers that can be programmed to respond to grid signals.

State Government incentives or rebates aimed at encouraging the installation of electric vehicle chargers at commercial properties, including off-street car parks, could facilitate increased daytime 'trickle feed' charging and contribute to shifting energy demand to off-peak periods.

Council Officers would support further investigation into how **bidirectional charging** (Vehicle to Grid and Vehicle to Home) are viable as future solutions to balance grid demand and increase community resilience to extreme weather events. Utility providers, the Department of Transport and Planning and Emergency Management Victoria are important stakeholders in this conversation to ensure infrastructure readiness is considered as part of any potential solutions.



In order to enable bidirectional charging, as well as support the anticipated increased EV growth and general electrification of households, significant uplift in electricity grid infrastructure in the City of Port Phillip is strongly encouraged by Officers.

Removing obstacles to enable embedded networks and sharing of power between households with shared 'localised neighbourhood' chargers may also support charging at peak periods and use of excess power.

2. Is public charging infrastructure being installed at a sufficient rate in different parts of Victoria, including older suburbs where most people do not have access to off-street parking;

Council Officers have identified that more than 90% of dwellings in Port Phillip are semi-detached/terrace homes or apartments where the ability to access off-street charging infrastructure is either complex or impossible. This is particularly acute in older suburbs such as **St Kilda, South Melbourne, Elwood and Port Melbourne**.

Council has:

- Committed to permitting the installation of **private kerbside chargers** on public land (16 installations since 2021).
- Committed to facilitating companies to install **public pole-mounted and fast chargers** to ensure equitable access.

Private charging

Supporting the installation of private kerbside chargers on public land required significant resources from Council over the course of the pilot (2021-2023) to ensure the infrastructure was safe as well as establishing an appropriate permitting process.

Despite this it is a viable solution that enables residents to create a closed system (solar to battery to EV) that enables them to charge at peak and off-peak times. Officers suggest that the State Government support the ongoing roll out of private charging infrastructure across those LGA's with similar issues to Port Phillip (limited off street parking) by developing guidelines and detailing infrastructure safety requirements.

Inner city metro councils did not have the ability to access funding from the State Government supported 'Charging the Regions' program. This has meant that many metro councils have had to invest council resources in working with charging suppliers to deliver charging infrastructure.

Pole-mounted chargers

The Australian Renewable Energy Agency (ARENA) funded, and DECCA supported project to deliver public pole mounted chargers has not yet delivered infrastructure across metro Melbourne.

It has been difficult to identify suitable locations for the installation of public pole-mounted chargers due to stakeholder negotiations, particularly with utility companies. The push to reduce utility pole licencing fees is seen as a positive step that Officers anticipate will support progress and would encourage the State Government to continue to broker a partnership between Utility Companies and charging providers. Officers recommend that more internal government support is given to councils to progress this



project ensuring that charging is distributed equitably, prioritising areas with high density and low off-street parking.

Fast Chargers

The installation of fast chargers in City of Port Phillip Council car parks is progressing, however many of these car parks are within 200m of the coast and require Marine and Coastal Act consent. This has added a layer of complexity that has resulted in the slow roll out of fast chargers in these locations.

Council Officers would welcome financial support for Council to accelerate the rollout of EV charging infrastructure. Support from the State Government to identify suitable locations within the Marine and Coastal Crown Land area and a clear process to follow to allow for the installation of more charging infrastructure in an area of need along with a fast-tracked approach to approval would also be welcomed.

3. The best role for electricity distribution businesses in rolling out EV charging infrastructure, and how distribution network tariffs should be set for EV chargers

Electricity Distribution Businesses (DBs) play a critical role in enabling EV infrastructure. Council Officers support:

- **Collaborative planning** between DBs and the State Government to identify grid constraints and upgrade needs.
- **Fair and consistent charging** of EV charging infrastructure providers for upgrades especially in areas where charging is currently not provided.
- **Tariff reform** to incentivise off-peak charging and support bidirectional energy flows.
- **Use of existing infrastructure**, such as utility poles, to reduce installation costs and complexity.

Council has experienced delays in delivery of charging infrastructure due to complex negotiations with DBs and supports streamlined processes and clearer guidelines.

4. Strategies to facilitate the take-up of EV ownership, including the facilitation of bidirectional charging

Council initiatives include:

- Public EV charging infrastructure to support residents without home charging options.
- Community engagement to identify preferred charger locations.
- Support for renters and apartment dwellers through advocacy and planning scheme amendments.



Bidirectional charging

Bidirectional charging is recognised as a future opportunity to manage grid demand and improve community resilience during power failure. Improving clarity on how vehicle to grid and vehicle to home charging works could be supported by the State Government and EV manufacturers through creation of appropriate documentation and the standardisation of systems.

The State Government would be required to lead regulatory reform to enable vehicle to grid and vehicle to home technologies. Working with the planning, construction and electrical industries to develop minimum requirements for cabling and electrical capacity in all new developments to enable bidirectional charging without delay, when it comes online. Similar to requiring 'purple pipes' to be fitted in advance of recycled water becoming available in new developments.

Charging in apartments

The recent decision to not include mandatory EV charging in the National Construction Code (NCC) is detrimental to encouraging EV charging in residential single and multi-unit dwellings. Council Officers ask that the Victorian Building Minister support future changes to the NCC to enable EV-ready infrastructure in new developments.

Retrofitting apartments with EV charging infrastructure can be challenging. With 50% of the City of Port Phillip community living in apartments, most without EV charging infrastructure there is a large sector of our community unable to purchase EVs for lack of charging facilities at their place of residence. The State Government can play a role working with Strata Managers to develop guidelines on how to navigate both the internal management processes and actual retrofit for apartment and Strata managed buildings. Additionally, funding and rebates to support the retrofit of these developments would support EV uptake.

To reduce the occurrence of Strata Managers banning EVs from charging in basement car parks ([Strata owners are increasingly banning electric vehicles from charging in apartment car parks - ABC News](#)) the State Government could work with EV fire safety advocates to develop safe use guidelines to support Strata and EV owners to navigate challenges as per the NSW State Government guidelines [Making your residential strata building EV ready | NSW Climate and Energy Action](#).

Businesses

Businesses should be supported to transition fleets and install chargers through Environmental Upgrade Finance and bulk-buy programs. Commercial properties installing chargers may also result in spreading the 'charging load' with more charging at off peak times.



5. Could old EV batteries have a second life as household or community batteries after removal from vehicles;

Council Officers support the **repurposing of EV batteries** as household or community energy storage. This aligns with circular economy principles and can enhance local energy resilience.

Council Officers recommend:

- Development of **standards and safety protocols** for second-life battery use.
- The State Government could work with regulatory and insurance bodies to navigate any issues allowing for the installation of EV batteries in residential or commercial properties.
- Support for **pilot projects** in partnership with industry and community groups.
- Use of **rebates or other financing mechanisms** to support homeowners and businesses repurpose used batteries.

6. Barriers and opportunities to the manufacture, reconditioning and recycling of EV batteries, or other elements of the EV supply chain, in Victoria

EV uptake is a relatively small proportion of the number of vehicles purchased each year. This results in the number of batteries available to be reconditioned also being small. This leads to little need for a local battery reconditioning market to be developed.

However, there is an opportunity for the State Government to get ahead of market need supporting the creation of battery recycling and refurbishment businesses in Victoria, by investing in **training and workforce development**.

7. Other Relevant Matters

- **Planning Scheme Reform:** Council supports the Council Alliance for Sustainable Built Environment's, Elevating ESD Targets planning scheme amendment to embed EV readiness in new developments. Committing to these amendments empowers local governments to set EV charging requirements for developments to advance charging external to National Construction Code requirements.
- **Data and Monitoring:** Council Officers recommend mandatory data sharing from public chargers to inform planning and ensure equitable access.
- **Community Education:** Council Officers support bulk-buy programs and public awareness campaigns to accelerate EV adoption.



- **Accessibility standards:** Council Officers support State Government mandates to ensure charging infrastructure is DDA compliant and includes wide bays and suitable lighting.
- **Support for broad modal shift:** Council recognises that EVs are one part of the solution to reducing emissions however the more impactful solutions that could be supported by the State Government relate to investment in the public transport system and in the creation of safe bike lanes. This is particularly relevant in areas of highest need such as the growth areas of Fishermans Bend.

Conclusion

The City of Port Phillip is committed to supporting the transition to zero-emissions transport through strategic investment in public EV infrastructure, planning reform, and collaboration across government and industry. We urge the Committee to consider the unique challenges faced by dense urban municipalities and to support reforms that enable equitable access, grid resilience and sustainable electricity supply for electric vehicles.

Yours sincerely,

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