

Ms Georgie Purcell, MP
Committee Chair
Legislative Council Economy and Infrastructure Committee
Parliament House, Spring St, Melbourne, VIC 3002

Electricity Supply for Electric Vehicles

Dear Ms Purcell,

JOLT Charge Pty Limited (**JOLT**) welcomes the opportunity to provide insights to the Legislative Council Economy and Infrastructure Committee (the **Committee**) Parliamentary Inquiry into Electricity Supply for Electric Vehicles (**EV**) in Victoria.

JOLT is an Australian owner and operator of fast DC public EV charging infrastructure, with over 130 25-50kW DC charging stations deployed across metropolitan areas in Melbourne, Sydney, Brisbane and Adelaide, with further chargers installed abroad. JOLT provides fast, 100% renewable EV charging infrastructure to communities and Councils, helping the shift to a zero-emission future by reducing key barriers to EV ownership: range anxiety, public charging infrastructure availability, reliability and high EV ownership costs. JOLT provides 7 kWh of electricity free (ex. Connection Fee) every 24 hours which equates to around 50km driving range and more than what an average Australian capital city driver needs each day (33km).

The JOLT submission seeks to provide insights to the following points:

- 1) *Strategies to reduce EV charging during periods of peak demand on the grid and increase charging during periods of peak supply*
- 2) *Whether public charging infrastructure is 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*
- 3) *The best role for electricity distribution businesses in rolling out EV charging infrastructure*
- 4) *Strategies to facilitate the take-up of EV ownership*

Executive Summary

JOLT commends the Victorian State Government on seeking input from community groups, industry stakeholders and other interested parties with a view to understanding how to best harmonise EVs with electricity supply and demand. We believe that the timely deployment of fast public EV charging infrastructure in sufficient numbers will play a significant role in reducing stress on the grid as EV adoption increases. In doing so, the Victorian Government will also accelerate the transition to decarbonised transport, which will be essential to achieving Net Zero goals ([Source](#): Net Zero by 2045 for Victoria Government).

Below, we offer insight and learnings based on real experience, operating in the Australian market for over five years:

- **The impact of time adjusted tariffs:** Pricing matters to EV owners and so reducing the price outside of the 3pm to 9pm peak demand window is an effective way to change charging behaviour and increase utilisation during off peak periods.
- **Fast public charging curtailment:** Throttling back charger power in restricted grid capacity

locations during network peak periods may also reduce grid stress. Similar to pricing signals, EV owners also respond to charger speeds. Energy consumption will reduce if charging speeds are curtailed during certain periods of the day. Discounted pricing on other nearby sites where there is excess energy capacity could also provide greater flexibility.

- **Grid constraints of fast charging hub configurations:** Focusing solely on fast charging hubs in off-street car parks can create significant strains on the local electrical grid. A more distributed approach, which includes fast kerbside charging, spreads load across the grid, making it more resilient, cost-effective and ensures charging can scale more sustainably across Council areas.
- **Deployment of public charging infrastructure is not fast enough:** The current speed of deployment is acting as a handbrake to EV adoption across all of Victoria. For those people without easy access to charging at home, sufficient public charging infrastructure is the difference between EV ownership and continued reliance on non-EVs.
- **Clear roles of electricity distribution businesses (DNSPs):** The Australian Energy Regulator recently approved a pilot allowing DNSPs to install and maintain pole-mounted EV chargers. Any further relaxation of ring-fencing rules could risk market distortion, unfair competition, long connection delays for other CPOs, under-utilised assets, and negative impacts on Council initiatives. DNSPs should focus on their core responsibilities, including minimising connection lead times and costs for CPOs and providing reliable second points of supply.
- **Encouraging EV uptake through a balanced EV charging ecosystem:** Councils should support a balanced EV charging ecosystem by delivering a mix of slow residential chargers and fast kerbside or off-street chargers in commercial areas. This combination addresses diverse user needs, especially for residents without easy access to home charging, and gives more people the confidence to switch to EVs.
- **Funding allocation:** Current programs in other States mainly direct funding to CPOs to build public EV charging. While important, greater impact comes from enabling Councils, who control large amounts of public land, to facilitate deployment at scale. Providing Councils with resources to employ specialised staff will improve efficiency, effectiveness, and reduce lead times for rollouts. This is one element of the successful UK Government's LEVI program.
- **Mandated EV charger targets on public land:** This is the other side to the same coin of targeting 50% EV sales by 2030. Without appropriate public charging infrastructure, EV uptake will not continue along its current trajectory. Charging on public land can help solve the scale aspect of this challenge. Giving Councils, particularly those in metropolitan areas, targets to work towards will in turn ensure that lagging charging infrastructure will not inhibit the forecasted exponential EV ownership growth. There are well documented ratios between EVs and charging energy capacity that can help to set these targets.
- **Unlocking State land for public EV charging:** Opening up large portions of public land suitable for public charging, could help remove the barriers to EV infrastructure and hence EV adoption.

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

Price can shift charging behaviours

Drivers choosing between charging now at a public fast charger versus delaying to a cheaper time will respond when the difference is large enough to matter to them. Time adjusted tariff reductions will lower the opportunity cost of choosing off-peak charging and will increase utilisation during this period. Likewise, price increases during grid peak demand will serve as a handbrake on usage, particularly discretionary or those looking for a “quick top up”.

A study performed in the UK in 2025 showed that EV owners have very high short-term price elasticity ([Centre for Net Zero](#)):

A 40% price reduction at participating charge points led to a 117% increase in EV charging volumes across the whole charging network. A smaller 15% discount still increased charging demand by 30%.

By passing on cheaper wholesale electricity prices, EV drivers without access to private charging at home were able to benefit from running costs that are cheaper than petrol cars, it found.

The trial successfully debunked the assumption that public charging was based on driving habits, rather than price being a factor.

JOLT provides 7 kWh worth of energy, free (ex. Connection Fees) every day to our users. In addition to the final point made in this study, we also observe that charging behaviours on our network are evolved to take advantage of the free charging element. Should discounted charging be provided at various times of the day, we believe our users would adapt their behaviours to take advantage of lower prices.

It should be noted that there may be unintended negative consequences to time of day tariffs. The impact on low-SES households who may be forced to charge during these high energy rate windows, will need to be explored further.

Public charging curtailment through load management devices

Charging speed acts as a similar lever to price when it comes to changing user behaviour by encouraging them to charge outside of peak periods, whether by discouraging usage entirely or reducing energy consumption.

The ability for a fast charger to reduce delivered power in response to grid signals (whether by the DNSP or AEMO), without fully denying service would also alleviate grid stress. It may also eliminate the need for grid upgrades, which may discount some charging locations and also save the CPO and landowner.

The combination of changing price and charger speed depending on the time of day together ration capacity to those with high urgency while protecting the network.

Combination of off-street car parks and kerbside location of fast public charging

Grid constraints of hub configurations - Some Councils are choosing to focus solely on facilitating public charging infrastructure in off-street locations at the exclusion of kerbside locations. Realistically hub-style installations will be preferred. This can create significant strains on the local electrical grid and increase the costs of deployment for CPOs. The cost of upgrading grid capacity to support multiple chargers in a single location is substantial, which erodes the commercial viability of charging networks and increases risks to long-term reliability. It may also preclude some car parks from being eligible for charging. A more distributed approach, which includes on-street charging, spreads load across the grid, making it more resilient and cost-effective. This distributed demand model ensures charging can scale more sustainably across the LGA.

Limited supply of off-street car parks - Typically, Councils have a limited supply of off-street car parks that are suitable for publicly accessible EV charging. The number of EVs that can be reliably serviced by off-street car parks will depend on factors such as power availability, car park size, and community usage patterns. This highlights the inherent limitations of relying solely on off-street car parks to meet future charging demand.

Charging where people want to be - Off-street car parks, while valuable, are not always located where EV drivers most need to charge. Unlike ICE vehicles, which are constrained to refuel at petrol stations, EVs can charge wherever there is access to power, opening up far more possibilities. Concentrating chargers in a small number of hubs forces EV owners to go out of their way, creating inconvenience, additional traffic, and uneven economic benefits for local businesses. On-street charging allows for a more equitable distribution of chargers across the LGA, giving drivers the flexibility to charge close to home, near commercial activity areas, or while going about their daily routines. This approach supports a broader range of businesses and ensures charging infrastructure aligns with real-world community needs.

2) Whether public charging infrastructure is 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

We need to expand the charging network by a factor of 20 in the next five years to facilitate Victoria's goal of 50% EV uptake by 2030.

Given the Victorian Government goal of achieving 50% of all new car sales to be zero emissions vehicles by 2030, public charging infrastructure, whether fast (DC) or slow (AC), is not being deployed at a sufficient rate across the State, particularly the Greater Melbourne metropolitan area. With current adoption rates at between 10-15% (12.9% as per the EV Council State of EV Report 2025), this key barrier to EV uptake needs to be addressed at scale in a timely manner in order to reach this goal.

In terms of calculating the ideal number of public EV chargers needed to service the current and forecasted number of EVs on the road, Governments around the world have different target ratios. The [Eastern Suburbs EV Infrastructure Strategy 2023](#) refers to the *internationally recognised 'kW-per-EV ratio' of 1:1, meaning there is 1 kW of publicly accessible charging capacity (kW) per EV on the road.* While other countries are more bullish:

- Norway is currently at a 1:1 ratio ([Source](#)).
- The European Union has mandated the target for recharging infrastructure dedicated to light-duty electric vehicles as being 1.3kW per 1 EV ([Source](#)).
- In the US the current ratio is 1.5kW per 1 EV ([Source](#)).
- China's current ratio is above 3kW per 1 EV ([Source](#)).

From this list, it is clear the most conservative ratio of charger capacity to EV is 1:1. When we look at the current ratio in Victoria, we are well below this mark.

According to the EV Council State of EV Report 2025, there are currently 1,270 fast DC (25kW and above) public chargers in Australia, 331 of which are in Victoria. If you assume that the average charger speed of these chargers is 50kW, the total charging capacity for fast chargers in Victoria is 16,550kW.

It is difficult to know how many slow AC chargers are publicly available in Victoria, given the EV Council does not report on it, however conservatively, it appears to be a factor of five times as many AC chargers as there are DC chargers. Assuming that the approximately 1,655 slow chargers are on average 11kW, the total charging capacity for slow chargers in Victoria is 18,205kW.

Combined, the total public charging capacity in Victoria is estimated to be 34,755 kW.

As at Q3 2025, the total number of EVs registered in Victoria was 94,966 ([Source](#)).

This leaves us with a ratio of about 0.37.

Granted, there are a few assumptions in the above calculations that need to be verified, however the message is clear. Victoria's current supply of public EV chargers is about a third as much as what it needs to be to adequately service the number of EVs on Victorian roads. This is not ringing alarm bells yet, given the majority of EV owners are early adopters and more likely than less likely to have easy access to at home charging (i.e. they have off-street parking, they don't rent) and hence are not as dependent on access to public charging to enable their EV ownership.

However, the alarm bells will ring louder, once we move from the early adopter stage in the EV uptake cycle to more mainstream adopters, who are more likely to rely on public charging. This will act as a big handbrake on sustainable growth as there will not be sufficient charging capacity to support the forecasted growth of EV ownership. There is inferred latent demand from the ICE drivers that want to move to EV but cannot because of lack of charging infrastructure. These are the mainstream adopters that are being excluded and constraining the rate of uptake.

Deployment to meet this ratio needs to be linked to the uptake target, not the current number on the road. i.e. Victoria's goal is for half of all new light vehicle sales to be zero-emissions vehicles by 2030. For this to be the case, we will need close to 600,000 kW of public charging capacity. (Calculation assumptions: current EV penetration in Victoria is 1.6%, while EV uptake is about 12%. If there is a straight increase of new cars sold to 50% by 2030, the total fleet of 5.9 million in Victoria will be about 10% EV in the next 5 years). Rollout of charging infrastructure needs to have incremental targets the same as aspirational uptake targets.

This is not a 'cart and horse' situation, EVs and public charging are like the two rails of a train track, without both rails the train won't go anywhere. At the moment OEMs are providing plenty of one track,

but we need to lay the other to get the train out of the station.

The challenge then turns to where will these chargers be installed at a scale sufficient enough to solve for the forecasted growth in EV ownership. State and local government authorities control large areas of public land in locations suitable for public charging and play an important role. Some Councils are running public procurement processes, inviting CPOs to roll out chargers on Council-managed land. However, these processes are often slow to implement and capped at numbers not sufficient enough to address the challenge. While some Councils do not recognise the role they have to play at all in facilitating the rollout of private infrastructure on public land.

In terms of charging infrastructure on private land, sentiment on charging deployment is shifting slowly. There are businesses who can see the value of generating an additional revenue stream from the installation of chargers, while positioning themselves as market leading when it comes to providing appropriate amenities as a point of differentiation for their customers. However, retrofitting installation of charging infrastructure at these locations is often constrained by complex and expensive power connections. The burden to service current and future demand cannot be placed solely on private land owners to solve for this challenge.

Some strategies to unlock more chargers are explored in later sections in this submission.

3) The best role for electricity distribution businesses in rolling out EV charging infrastructure

JOLT believes the best role for Distribution Network Supply Providers (DNSPs) is:

- to facilitate faster, more reliable and more cost effective connections for CPOs;
- to provide additional points of supply on private land to open up more charging opportunities for CPOs in collaboration with private land owners; and
- to act as the provider of last resort, should there be a market failure and no CPO is willing to install on DNSP asset base (i.e. power poles), and there is a clear market need for it.

JOLT considers any initiative focused on the timely deployment of EV charging infrastructure throughout Australia as generally positive, given a lack of charging infrastructure is a key barrier to the uptake of EVs. The more public charging is made available, the more confident potential EV owners are that their purchase will be adequately supported by sufficient public infrastructure, and a positive feedback loop will be created - as EV numbers continue to increase, the need for public infrastructure will be greater and landowners will feel vindicated by dedicating space for EVs. This positive feedback loop will facilitate the acceleration to a decarbonised transport future.

However, JOLT draws attention to the following concerns when allowing DNSPs to play a more significant role, outside of the recently approved pilot, in deploying their own charging infrastructure on their asset base:

- **Unfair Competition:** JOLT fully supports DNSP's contestable business units having access to pole mounted charging and believe that is adequately addressed by the current arrangement of the commercial partners undertaking market soundings where the network operators, like all commercial CPOs, bid for what assets they seek. Relaxing ringfencing rules further could lead to a reduction in competition (and returns/benefits for Councils) and also appears to suggest that the

DNSPs in Victoria could access funding under Demand Management Innovation Allowance Mechanism (**DMIAM**), which is not something privately owned CPOs have access to, given the need to invest their own capital (or in some cases apply for Federal/State funding as can all operators).

- **Potential for connection delays:** In NSW, one of the contestable business units of the DNSPs deployed several pole mounted chargers in relation to the *NSW Kerbside Charging Program Round 1*. During this time, there were additional delays in obtaining connections for our own installations. There is a similar risk that Victorian DNSPs prioritise the installation of their own network over other CPOs, resulting in further delays.
- **Overdeployment and the risk of underutilised charging networks:** The location of chargers and ensuring community and commercial benefit is optimised is pivotal to the deployment of any type of EV charging infrastructure. The risk of an underutilised network can have a negative ripple effect across the industry more broadly. From the public seeing unutilised chargers and charging (parking) bays, to the anti-EV media weaponising this in the fight to create fear, uncertainty and doubt to those considering an EV purchase, there is a risk that it could be detrimental to the industry. If ringfencing rules are relaxed, DNSPs may be financially incentivised to build more chargers, irrespective of utilisation of the chargers - this will not lead to optimal outcomes for the industry. CPOs that make money from the usage of public charging equipment are more strongly incentivised to deploy more efficiently - both in location and charger type - to maximise community benefit..
 - It is also important to note that Councils may be less likely to deploy more slow and fast charging solutions directly on Council land, if they mistakenly conclude that the sheer number of chargers installed by DNSPs on power poles has effectively addressed the challenge. Anecdotally, some Councils point to the number of plugs available in their LGA, without scrutinising how reliably fit for purpose they are and whether they are being utilised and are serving the community in the best way possible (such as consideration of distribution and accessibility).
- **Additional/Second Points of Supply:** The Service Installation Rules of NSW (**SIRs**) exist in order to provide best practice standards for new connections and the safe expansion of the electrical network. They have largely been developed and refined in a time that was not preparing for the proliferation of public EV charging, and DNSP interpretations of these Rules have been reinforced by precedents over time that often restrict innovation or are solving for problems that no longer exist in the same way. This is particularly relevant for enabling new connections to EV Charging Units (**EVCUs**) on both public and private land.

DNSP efforts to review the SIRs and their own interpretations have been welcomed, however there is a long way to go until the deployment of chargers is a seamless experience. The provision of Second Points of Supply on private land, and the enablement of private electrical infrastructure on public land, are two recent issues that have been addressed in this piecemeal way. Different DNSPs hold different interpretations of the same rules, and have published different responses to these issues, despite resolution of the technical constraints of each issue. This slows down the deployment of EVCUs, and in many cases increases the costs to prohibitive levels due to unnecessary network extensions.

In addition, the proposed changes to ringfencing requirements (identified earlier in this

submission) and the proposal by DNSPs to include EVCUs in the Regulated Asset Base (RAB), provide distractions for DNSPs that will pull focus from their core role of enabling new connections. The role of the DNSP should be to break down barriers to connection, which includes working collaboratively with CPOs and Accredited Service Providers (ASPs) on design of the network and simplification of the connection process. Efforts to reduce these barriers may be hampered by DNSP involvement in the unregulated market, which will also lead to conflicts of interest during SIR reviews.

4) Strategies to facilitate the take-up of EV ownership

The EV Charging Ecosystem and the importance of fast charging

A vibrant network of several, diverse charging solutions co-existing with one another is essential to the widespread adoption of EVs. Before installing chargers for community use, it is important to understand the differences between them and which solution is best matched with its corresponding use case and the CPO's business model.

Typically slow AC charging solutions work well in areas where vehicles are parked for long periods of time and there is no imperative to turn over parking bays quickly. EVs parked overnight at the kerbside in residential areas is a great example of the charging speed matching the use case. Having a faster charger in this example would not be appropriate as the charge would finish hours before the EV owner wakes up.

Likewise, fast chargers in commercial activity areas are much more appropriate given the shorter expected dwell times of motorists and the need to obtain a more meaningful charge in a shorter period of time. In this example, it would not be a benefit to the community for an EV owner to lock up a parking bay for an extended period/number of hours and would lead to poorer outcomes for all stakeholders.

The Success of Current EV Charging Infrastructure Programs and a Rethink to Future Funding Rounds

The NSW Government through the Department of Climate Change, Energy, the Environment and Water (**DCCEEW**) has been market leading in terms of various initiatives designed to encourage the transition to EV ownership. One of its flagship funding programs, the *NSW Kerbside Charging Program (Rounds 1 and 2)* has been the catalyst for the collaboration between commercial CPOs and metropolitan Councils in ensuring timely and appropriate public EV charging infrastructure is in place to accommodate the growing numbers of EV owners on NSW roads.

Without this essential infrastructure, the present-day exponential growth in EV ownership could falter, as those people who cannot charge EVs easily at-home (typically households without off-street parking, renters or those living in apartments which represent approximately 30% of the population) will find it difficult to own an EV. The challenge of delivering appropriate network solutions, at scale, will need to be at the forefront of policy thinkers, with tens of thousands of chargers required to meet forecasted EV ownership levels.

On account of State Programs such as this, Councils are now becoming aware of the crucial role they need to play in this space, complementing NSW State as well as Federal initiatives. Providing public

land for privately owned CPOs to install, operate, maintain and upgrade EV chargers for community use is essential in addressing one of the biggest barriers to EV uptake - a lack of public charging infrastructure.

State Program Funding has traditionally been directed at CPOs, with up to \$10,000 per charging port (specific to the *NSW Kerbside Charging Program*), provided relevant eligibility criteria and other requirements were met. For slow AC charging providers, where capital costs and approval requirements are relatively low, this funding played an important role in helping CPOs to deploy the backbone of a largely slow, pole-mounted and residential based charging network across Sydney Local Government Areas (**LGA**s). For fast DC charging providers, the funding was less impactful given the higher capital costs involved with this type of infrastructure. Having said this, State endorsement of sites played a far more critical role in ensuring Councils worked in a more timely way with CPOs to deliver on Program outcomes.

Following Round 1 of the *NSW Kerbside Charging Program (Program)*, there are several insights which can be drawn:

- **Success of the Program in establishing a slow charging skeleton:** Round 1 delivered the beginnings of a backbone of a slow charging network, while Round 2 is seeking to fill in some gaps. Over time, this network owned and operated by a growing number of privately owned CPOs will continue to expand to meet the needs of the growing number of EV owners. Given the competitive nature of this industry, State funding will increasingly play a smaller role in whether a charging project goes ahead (unless looking at regional areas and ultra-rapid charging with high capital outlays).
- **Reallocation of funding to be considered:** Funding to CPOs and State endorsement of charging sites has catalysed Council action and been the kick-start the industry has needed to deploy at scale and at the speed needed to support the growing number of EVs. Councils and CPOs now have stronger relationships and are establishing processes that will ensure further charger identification and approval processes will be done in a more efficient manner. In future State funding rounds, financial support for CPOs will no longer be the key barrier to whether a charger is deployed in a timely manner. The key barrier is ensuring the landowner (i.e. Council) is adequately resourced to make well-informed, timely decisions with alignment across the organisation. A more efficient allocation of funding will go a long way to addressing the root challenge. The Victorian Government should consider this funding reallocation sooner rather than later.
- **EV charging initiatives not adequately resourced by Councils:** Councils play a vital role in the facilitation of private CPO installing and maintaining chargers on public land. The ability to deploy on Council land addresses the challenge of scale faced by the industry. However, Councils are typically poorly resourced to effectively play this role. EV charging initiatives are generally shoe-horned into existing Council departments' already large remits and as such the appropriate time is not dedicated to them to ensure timely delivery. In addition, Council staff typically do not have the relevant expertise to make well-informed decisions, given many are doing this for the first time, and budget restraints have further hampered Council efforts to adequately resource and prioritise EV charging initiatives.
- **Councils need help to deliver in a more timely manner:** Commercial arrangements between Councils and CPOs, especially for fast charging infrastructure, are negotiated over years not

months. This is on account of several stakeholders needing to be engaged and bottlenecks typically seen in the property and legal departments. Additionally, approval processes within Council, such as planning, community consultation and local traffic committee can take many months or as we have experienced, in excess of a year. This means that EV charging projects can take a minimum of 18 months from initial engagement to deployment, however, it usually takes considerably longer.

With this in mind, there is a significant opportunity for potential Victorian State funding rounds to direct grants to Victorian Councils instead of CPOs. [The Local Electric Vehicle Infrastructure \(LEVI\) Program in the UK](#) has been highly successful in fast tracking the deployment of EV charging infrastructure. Funding directed at the biggest bottleneck (i.e. providing Council with dedicated resources to facilitate the assessment and manage the roll out of infrastructure), rather than funding going to well capitalised CPOs addresses the root challenge of achieving scale at speed. Those Councils that have dedicated resources responsible for these programs have experienced a much faster speed to market along with far better outcomes for the community.

EV charging infrastructure targets on public land

Victoria's Zero Emissions Vehicle Roadmap aims for half of all light vehicle sales in Victoria to be zero emissions vehicles by 2030. However, there is no similar target for EV charging installed on Council land. Without supporting public infrastructure, it will be virtually impossible to achieve this EV uptake goal, especially as EV ownership moves from early adopters to the mainstream and the dependency on public charging increases.

Without any targets set by the State, Councils are not incentivised to act in a coordinated, timely manner, in the scale needed to meet the 50% EV uptake goal by the Victorian State government. Typically Councils act independently of one another and have varying degrees of proactivity in this space. Some Councils are incredibly proactive in setting EV charging goals in accordance with EV charging strategies, policies and action plans, while other Councils do not see themselves as playing any role in the facilitation of commercial CPOs deploying on public land. Effective coordination will play a crucial role here.

Not all Councils across Victoria would benefit from EV charging infrastructure on public land targets, particularly in regional areas where the charger viability is not yet at the same level of metropolitan LGAs. Interest from commercial CPOs may not align with these targets, while access to off-street parking and easier at-home charging capabilities reduces the need and effectiveness of these targets.

Combining newly funded Council resources similar to 'LEVI' with committed targets would fast track the roll out of this much needed infrastructure, while ensuring EV uptake in Victoria continues in step with other OECD countries.

In terms of how Victoria State could set targets by LGA, there are a number of ratios that highlight the desired number of EV chargers against the forecasted number of EVs in a particular area. In the [Eastern Suburbs EV Infrastructure Strategy 2023](#), they used the *internationally recognised 'kW-per-EV ratio' of 1:1, meaning there is 1 kW of publicly accessible charging capacity (kW) per EV on the road*. Combining this with the one fast DC charger for every two slow AC chargers ratio would be an easily understandable benchmark for Councils to strive towards. Setting step targets by year(s) would also ensure timely, staged approaches from Councils, such as procurement processes as part of market

sounding for appropriate numbers of chargers to be installed by market players.

Fast charging will play a significant role in the broader EV charging ecosystem, particularly in addressing those use cases that slow charging does not, while also ensuring the efficiency of public land.

Unlocking State land for public EV charging

The Victorian State Government, as the Coordinating Authority for large portions of public land that is perfectly suited to EV charging infrastructure, could help remove the barriers to EV infrastructure by either tendering out the opportunity to place EV chargers on the HfTV land as a direct arrangement or by facilitating a tripartite agreement for CPOs, Council and the State to work together to make land available for EV charging.

Other Comments

Commercialising public land and the case for revenues to State and Local government authorities

As has been widely established, the EV charging industry is still in its infancy and all initiatives designed to accelerate adoption are welcome by all participants. However, commercial realities will need to be acknowledged to ensure that meaningful, sustainable progress can be made.

Some industry advocacy groups have supported Councils applying no fees to CPOs who are installing their infrastructure on Council land and converting parking bays into dedicated parking bays. Although this would be desirable for CPOs and make more sites viable for deployment, it does not adequately incentivise Councils to act in a desirable way. Councils need to, at the very least, break even on the time spent by relevant stakeholders by setting appropriate license fees, otherwise EV charging initiatives will not be prioritised commensurate with the urgency and size of the challenge.

EVs reduce Energy Security Risk

EVs help reduce Australia's reliance on foreign-imported fossil fuels by shifting transport energy demand from petrol and diesel to domestically generated electricity. Australia currently imports the vast majority of its refined fuels, leaving the transport sector exposed to geopolitical shocks, supply chain disruptions, and volatile global oil markets. By contrast, the electricity used to power EVs can be sourced from the grid meaning a greater proportion of our transport energy can be sourced and controlled within national borders.

As EV uptake grows, this shift strengthens national energy security by diversifying the energy mix and reducing exposure to single-point fuel failures. EVs also enable smarter, more distributed energy systems: when paired with renewable generation and home or precinct-scale storage, they can help stabilise the grid and provide backup capacity during emergencies. Together, these factors significantly mitigate Australia's vulnerability to global fuel supply risks, ensuring a more resilient, predictable, and sovereign transport energy system.