



## **EVSE Australia**

# **Submission to the Economy and Infrastructure Committee Inquiry into Electricity Supply for Electric Vehicles**

**Date: 9<sup>th</sup> October 2025**

EVSE Australia welcomes the opportunity to contribute to the Legislative Council Economy and Infrastructure Committee's Inquiry into Electricity Supply for Electric Vehicles.

EVSE is one of Australia's largest providers of EV charging solutions, delivering end-to-end infrastructure that integrates hardware, software, and installation services. In Victoria, EVSE has successfully delivered projects under the Destination Charging Across Victoria (DCAV) program, in partnership with Intellihub, installing public chargers across regional and metropolitan communities. In addition, EVSE has deployed rapid charging hubs at shopping centres and key destinations across Victoria, supporting both local drivers and long-distance travellers. These projects demonstrate how competitive providers can deploy cost-effective, reliable infrastructure while ensuring equitable access and supporting grid integration.

This submission responds to those Terms of Reference most relevant to our expertise and deployment experience in Victoria.

This submission addresses the following Terms of Reference most relevant to EVSE's expertise and market experience:

### **(1) Strategies to Reduce Peak Demand and Increase Off-Peak Charging**

Effective strategies already exist to align EV charging with grid supply. Smart charging, time-of-use tariffs, and demand response integration are proven tools to reduce peak demand and encourage charging during periods of renewable oversupply. These solutions can and should be delivered by competitive providers, supported by clear tariff signals from DNSPs. DNSP ownership of charging infrastructure is not necessary to achieve this outcome.

### **(2) Public Charging Infrastructure Rollout**

The rollout of public charging infrastructure in Victoria has accelerated under programs such as DCAV and through private sector investment in rapid charging hubs. To build on this momentum, rollout must continue at pace, particularly in suburbs with limited off-street parking and in regional communities.

EVSE has played a leading role in this rollout by developing partnerships with shopping centres, councils, and other managers of public sites. Through the recent acquisition of Engie's public charging network, EVSE has strengthened its national capability and site partnerships, expanding access to convenient, reliable charging across metropolitan and regional areas. These collaborations demonstrate how private sector investment and partnerships with high-traffic destinations can accelerate deployment while supporting consumer accessibility and network efficiency.

Our experience in Victoria demonstrates that competitive providers are best placed to deliver this infrastructure quickly and cost-effectively when supported by:

- Targeted government co-funding to address gaps in the market,
- Streamlined planning and permitting processes to reduce delays
- Partnerships with councils, shopping centres, and community organisations to secure high-value sites and ensure equitable access, and
- Innovative models such as pole-mounted chargers for residential streets without off-street parking, alongside rapid charging hubs at retail centres and transit corridors for high-demand use cases.

Government support and planning reform will better accelerate rollout than permitting DNSPs to own and operate chargers.

### **(3) Role of Distribution Businesses and Network Tariffs**

Distribution businesses in Victoria are critical enablers, responsible for:

- ensuring grid readiness and investment in local network capacity,
- providing transparent and timely connection processes, and
- setting network tariffs that encourage off-peak and flexible charging.

However, DNSPs should not own or operate EV charging infrastructure. DNSPs are regulated monopolies, and their direct participation in the charging market would distort competition, create cross-subsidisation risks, and expose electricity customers to costs and risks that should properly be borne by investors.

Ring-fencing arrangements already allow DNSPs to participate through competitive, unregulated subsidiaries (e.g. Aus Net Group's Mondo). This model preserves competitive neutrality while still enabling DNSP-affiliated companies to invest. Weakening or removing these safeguards would deter private investment, slow innovation, and reduce consumer choice.

### **(4) Strategies to Facilitate EV Uptake and Bidirectional Charging**

EVSE strongly supports the facilitation of bidirectional charging and vehicle-to-grid integration. These technologies can unlock significant value for households, fleets, and the grid. DNSPs should focus on ensuring technical standards, tariff structures, and connection processes enable these services, while competitive providers manage customer engagement and service delivery.

EVSE also recommends the Victorian Government adopt complementary measures to further accelerate EV uptake and grid integration.

- **Establishing and enforcing consistent DNSP rules and standards** – DNSPs should apply reasonable and transparent rules, design standards, contracting terms and pricing that balance the need to protect network infrastructure with ensuring fair, equitable, and efficient access for market participants.
- **Supporting existing apartment buildings** – subsidising feasibility assessments and infrastructure upgrades for multi-unit dwellings is critical, as this represents one of the largest areas of emerging EV charging demand and consumer frustration.
- **Future-proofing new developments** – strengthening minimum requirements for EV charging infrastructure in new apartment buildings to ensure sufficient electrical capacity and conduit installation to accommodate future demand.
- **Empowering local councils** – encouraging councils to develop local EV charging strategies, report periodically on charging station availability within their LGAs, and set clear rollout targets. This would improve transparency, support planning, and align local efforts with state-level objectives.

These measures would complement private investment and help ensure equitable access to charging infrastructure across all Victorian communities.

## **(5–6) Second-Life Battery Use and Recycling**

There are significant opportunities in battery reuse, reconditioning, and recycling. EVSE supports policies that encourage local industry development, create jobs, and reduce reliance on imported materials. Coordination between governments, industry, and research institutions will be essential.

## **Conclusion**

EVSE Australia submits that:

DNSPs should remain focused on their core role of providing safe, reliable, and flexible access to the grid. The ownership and operation of EV charging infrastructure should remain a competitive market activity, not a regulated monopoly service.

Preserving ring-fencing protections is critical to safeguard competition, innovation, and consumer choice, while avoiding cross-subsidisation from electricity customers who may never use EV infrastructure.

The Victorian EV charging market is best served by a partnership model:

- DNSPs enable and facilitate through tariffs and connections,
- government provides targeted funding and planning support, and
- private sector providers deliver charging infrastructure, innovation, and customer-focused services.

We would be pleased to provide further detail or appear at hearings to support the Committee's work.

Kind regards,



**Brendan Wheeler - CEO**  
**EVSE Australia**