



Legislative Council Economy and Infrastructure Committee

Hearing date: 13/02/2026

Question taken on notice

Directed to: Aaron Gray, Victorian Greenhouse Alliances

Received date: [office use only]

1. P.8 Tom McIntosh

Question: Do you think there is a level of self-interest in the way the DNSPs are approaching the market?

Aaron GRAY: -The chargers that we are talking about, the pole-mounted chargers, are 22 kilowatts each side, so 44 kilowatts are able to be drawn at any given point in time. That is the equivalent of adding more than four large houses onto an existing road, where they have known for the last-

Pete MERCOURIO: -We want to invest more in these electric vehicle charging points, particularly pole-mounted ones, as a revenue generator', viewing it more like car parking costs.

Tom McINTOSH: -If we get more time before the end,-

Moira DEEMING: -Yes, you can take it on notice if you like.-

Response: The transcript does cover a lot of this but elaborating further. The DNSPs are responsible for the delivery of electricity to Victorian homes, whilst I am sure there is a level of self interest in the way they are approaching the market, it is largely justified by the reality that it is their responsibility to keep the grid stable. If new EV chargers trip the grid and cut power to whole streets, then the DNSP gets the blame, so it is understandable that they are concerned and cautious about the equipment being put on the grid. From our perspective, and working with the councils, this is where the transparency is essential. The DNSPs need to be providing the market participants (local councils, Charge Point Operators and the DNSPs) with the details of where charging can go and what type of charging can go in (including all the technical requirements and controls that they want), then the market can work out where they want to participate. For the DNSPs, they know that EV's and more EV charging is good for them, it means more electricity flowing through the grid, and if done correctly, more electricity without needing to spend money on

upgrades, but to avoid spending the money on upgrades, they might need to spend it on understanding the assets they already own. What the Alliances and Councils want, is to have the DNSPs provide the modelling showing where different types of charging can go, the same modelling can also help with showing councils and large corporates where solar installs can go. The current model, which relies on the Charge Point Operator, Local Council or other business, approaching the DNSPs and asking 'can I put this here', then the DNSPs responding with, 'that will take xyz days to investigate' or worse 'you need to pay us to undertake an engineering assessment of our own assets to determine if we can accommodate your proposed assets', then waiting to get a response which with more than 50% of pole mounted EV charging applications has been no, is extremely costly to the Charge Point Operators, Businesses and Local Councils trying to progress both EV charging infrastructure and the energy transition more broadly. We are sure this is something the State can assist with. The DNSPs don't have any competitors, so sharing the data of what can go where publicly shouldn't be considered commercial in confidence, but it has the potential to help a lot with planning the whole energy transition and, if required, enabling targeted subsidies to enable upgrades to the grid to benefit whole regions.