



Legislative Council Economy and Infrastructure Committee

Hearing date: 13/02/2026

Question taken on notice

Directed to: Kent Johns, National Electrical and Communications Association

Received date: [office use only]

1. P.43 Katherine Copsey

Question: -So how can vehicle to grid tech help us make the most of all of those little mini batteries out in communities that are already there, and does government have a role to speeding that uptake?- Quite expensive and new, is my understanding?

Kent Johns: -Ms Copsey, can I make this offer to the committee: we represent large and small contractors and manufacturers and people that have a lot of expertise on this. If I could take it on notice, I am more than happy to come back with a specific answer in regard to the latest technology and latest legislation across the country.

Katherine COPSEY: I am interested in if there are still issues around standards and people getting access to the technology at home and whether there are regulatory barriers to people accessing tech that is there, that is the crux of it too.

Kent JOHNS: Michael will be very aware of that. So the regulatory framework, I will get back to you on that question, and the technology, I will talk to the large manufacturers and the guys that are putting the new stuff out there at the moment, so I can give you a more complete answer if you give me a week or so.

Response:

The standards and regulations relating to V2G are largely under control. At this point in time, EV charging hardware manufacturers are securing the relevant approvals under the new standards for their V2G products, vehicle OEMs are testing their cars against those products, energy retailers are developing offers that will bring this together for consumers, and are testing those offers in the market.

This work takes time and resources to do well, but it's happening now - Amber's trial, for example, has a waitlist of several thousand interested Australians.

If the Victorian government wished to speed this process up, a short term subsidy contributing to the cost of supply and installation of V2G charging equipment would likely be quite effective. Longer term, no

subsidy for this type of equipment should be needed - but at the early stage of the market, unit costs will be relatively high, which may slow uptake.

The attractiveness of V2G capability is also a function of tariff structures. With low feed in tariffs many users will tend to utilise vehicle batteries to offset their own peak demand rather than make the capacity available to retailers or VPP's.

2. P.45 Richard Welch

Question: -We have heard a lot from the councils about how much it costs to install charging points. I was just curious in that, within the value chain, what is your members' component of that cost? They say it is somewhere between \$10,000 for a standard charging point, up to a quarter of a million dollars for a high-end one. What is your component of the cost, on average?

Kent JOHNS: It depends what the DNSP charges. Our charge, in some instances, where it is a \$100 charging fee -we are 90 per cent of the cost. In Victoria we are probably 25 per cent of the cost. The DNSPs are 50 per cent. We see some DNSP access fees of \$100 around the country, and we see in Victoria up to \$4000. I am just saying that is why the percentage varies. Looking at the actual figures - and I will take this on notice-I am now making it up; that is why I am taking it on notice-

Response:

The cost breakdown varies hugely, depending on the type of charging point installation we are talking about.

A smart power outlet weighing a few kilos, worth a few hundred dollars, that an electrician can install in a couple of hours from an existing switchboard (like this), may have a total capital cost (equipment supply and installation) of less than \$5000. The electrical contractor's labour is likely to be in the \$500-\$1500 range for a small project of this type, depending on the availability of spare capacity in the installation switchboard itself.



A similar scenario exists for pole mounted installations.

Note : In NSW an appropriately authorised Accredited Service Provider (ASP) can install and connect the supply cabling to overhead wires for an approved installation, whereas in Victoria the DNSP undertakes the supply connection, incurring additional co-ordination and expense.



An installation comprising four or more ultrafast charging bays, supported by a dedicated transformer and/or switchboard, like this (<https://www.plugshare.com/location/210220>) will cost hundreds of thousands of dollars at least, will take months to plan, and can involve significant civil works.



The percentage of the total that is labour undertaken by the electrical contractor (as distinct from costs imposed by the DNSPs for network upgrades, and hardware costs for switchboards and charging equipment) will vary widely, depending on what needs to be done to execute the installation. On a large EV charging installation project, the electrical contractor labour component is unlikely to be less than 10% of the project cost, it's also unlikely to be more than 25%.