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Phil Browne
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Committee Secretary
Standing Committee on Climate Change, Energy, Environment and Water

Dear Sir/Ms,
Please accept my below submission for the **Inquiry into the transition to electric vehicles**

I'm an EV owner and an EV educator, running monthly EV education sessions for seniors (there is a lot of interest in EVs among older Australians).

I wish to make the following points:

- Australia desperately needs (the long promised) fuel efficiency standard to be introduced ASAP. This will increase the supply of EVs, as well as expand the range of cheaper and better EVs into the Australian market - models which are currently sent to other countries with tough fuel efficiency standards, but which Australia misses out on.
- Australia should introduce a "feebate" scheme to increase the uptake of EVs, similar to the very successful feebate scheme in New Zealand. This involves introducing a new fee charged on all new vehicle sales according to a vehicle's emissions level (the more emissions, the higher the fee), and this money is used to fund new rebates provided to people who buy zero-emissions vehicles, effectively making new EVs cheaper to buy (and reducing transport emissions). This reduces transport emissions and increases EV sales - a big win win!
- Building standards must be adjusted to ensure that EV charging options are mandated in all new houses, townhouses and apartments. Even if it's only a 15 amp powerpoint, this will allow EV owners to charge at home, without burdening the public fast EV charger network.
- Electricity retailers must be strongly encouraged - or even mandated - to introduce Time of Use tariffs across the board to discourage everyone from charging their EVs during the evening peak electricity demand period from ~5 - 8 pm.
- The federal government should introduce further rebates for people to install home solar systems and Level 2 "smart" EV charging equipment, which can be programmed to charge only from rooftop solar.
- I welcome the recent requirement that all federally-funded level 3 public fast chargers must meet 98% reliability and must provide a standardised fee charging facility - but these same requirements should also be applied to all fast chargers, including those that receive no government funding.
- All new level 3 fast chargers must be equipped with a card-reader swipe panel to allow users to pay by Visa card and other card types, without the need for an account with each provider.
- Standardised signage and road/car park markings must be introduced nationally so

that level 3 fast charger parking bays are easily identifiable and recognisable. The current system is very mismatched and disjointed with each provider having their own unique design and colour scheme. Some charging bays are so poorly marked that they are not recognisable as parking spaces for EV charging (Jolt, and other companies, are especially bad in this regard).

- The problem of "ICEing" is very real, whereby internal combustion engined vehicles will - frequently deliberately - park in EV charging bays for hours at a time. This prevents EVs from charging and is comparable to parking an EV at a petrol bowser and leaving it there for five hours. Strong action is required to prevent this.
- A lot more government assistance is needed to establish EV and EV component manufacturing in Australia. It's crazy that we are sending our incredibly precious minerals used to manufacture EV batteries overseas to be made into batteries that are then imported back into Australia in EVs. Our lithium and other EV component mineral stockpiles are the envy of the world - but we are not using this to our advantage. Cut out the middleman and create masses of new jobs using our minerals to make batteries here in Australia for both domestic use (in EVs and stationary storage) and for export. Better still, introduce large scale EV manufacturing in Australia.

Sincerely

Phil Browne

Interest-free climate action loans for community organisations <https://corenafund.org.au/>

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"I always wondered why somebody doesn't do something about that. Then I realised I was somebody": Lily Tomlin