

Request for Costing an Election Commitment

Name of proposal:	More Electric Vehicles
Person requesting costing:	Shane Rattenbury MLA
Date of request:	8 October 2024
Summary of proposal:	<p>A clear plan for supporting the uptake of electric vehicles (EVs) through incentives and support programs, more EV chargers and regulatory changes, with a focus on enabling low income households and people living in apartments to benefit from electric vehicles. The plan includes the following measures.</p> <ul style="list-style-type: none"> • Deliver banks of DC fast chargers in all Town Centres and the Parliamentary Triangle. • Deliver two solar covered car parks with battery storage and electric vehicle charging. • Introduce a \$4000 rebate to help low-income renters and apartment residents purchase an EV. • Offer zero interest loans up to \$15,000 for small businesses to purchase zero emissions vehicles for business fleets and pilot a program offering zero interest loans for businesses with high vehicle use (such as driving schools and taxis) to switch to EVs. • Offer zero interest loans for multi-unit buildings to be EV ready. • Expand the Electric Vehicle Training Centre at CIT to train more EV automotive technicians.
Issue the proposal will address:	<p>The upfront costs of purchasing an EV remains a barrier for many households and businesses. Our plan will help to make sure low-income households and people living in apartments can benefit from owning an EV and that businesses are encouraged to switch to EV fleet vehicles. The shift to EVs cuts transport emissions, which are the ACT's major source of emissions at over 60%, and reduces vehicle operating costs.</p>

Proposal's public announcement details (media release or policy statement published on a party website) ¹ :	https://greens.org.au/act/policies/climate#EVS
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What are the key assumptions that have been made in the proposal?

Note: The costing will be developed on the basis of information and assumptions provided in the costing request. The professional judgment of the Under Treasurer will determine whether these assumptions are adopted in the costing of the proposal.

DC chargers in all town centres

\$1.5 million provided as grants, similar to the previous grant rounds under the [Public EV Charging Infrastructure Fund](#). Administration of grants will be covered by existing resources. ACT Government would not own or operate the chargers.

Solar covered car parks

\$3 million in capital funding for the delivery of two solar covered car parks. We anticipate that ARENA funding will provide for 50% of the capital cost. [Funding Opportunities - Australian Renewable Energy Agency \(ARENA\)](#)

\$4000 rebates for low income renters and apartment residents

Assuming \$3 million in rebates in 2025-26 and \$4 million in 2026-27 and \$3 million in 2027-28. Program administration to covered within existing resources.

Zero interest loans for businesses

\$15,000 zero interest loans for 1000 small businesses, assuming 400 loans in 2025-26, 400 in 2026-27 and 200 in 2027-28. Assuming revenue from loan repayments of \$600,000 in 2026-27 and \$1.2 million in 2027-28.

Zero interest loan pilot for high vehicle use businesses

\$15,000 zero interest loans for 50 businesses, 25 in 2024-25 and 25 in 2025-26. Assuming loan repayments of \$38,000 in 2025-26 and \$75,000 in 2026-27 and 2027-28.

Zero interest loans for multi-unit buildings to be EV ready

\$15,000 zero interest loans for owners' corporations to enable installation of backbone EV charging infrastructure. This was funded in the 2024-25 budget so is not included in this costing.

EV training centre

We will invest in expanding the capacity of the EV Training Centre.

What are the estimated revenue and operating costs each year (if available) and what are the capital requirements for this proposal and estimated costs each year (if available)?

	2024-25	2025-26	2026-27	2027-28	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Revenue ^(a)		38	675	1275	1988

¹ As per Part 2, section 5 of the *Election Commitments Costing Act 2012*

Expenses^(a)	-875	-11,875	-12,000	-7,500	-32,250
Capital^(a)		-500	-2,500		-3,000
Depreciation (a)					
Offset - Expenses^(a)		250	1,250		1,500
Offset - Capital^(a)					
Full-time equivalent employees					

(a) A negative number indicates a decrease in revenue or an increase in expenses, depreciation or capital outflows. A positive number indicates an increase in revenue or decrease in expenses, depreciation or capital inflows. The expenses row is not to include depreciation costs.

Has any specific information or data been utilised in generating the proposal? Please provide links or attach information/data sources referenced.

No.

Where relevant, is funding for the proposal to be demand driven or a capped amount?

The \$4000 rebates and zero interest loans will be demand driven, but the funding pool is capped at the total amount listed.

Will third parties, for instance the Commonwealth or other State/Territories, have a role in funding or delivering the proposal? Does the proposal provide additional funding to, or redirect, any existing Commonwealth/State or Territory funding arrangements?

There is scope for additional funding to be leveraged from third parties to expand scope, but the proposals do not rely on external funding.

Will funding/the cost require indexation?

No.

Who will administer the proposal?

The Environment, Planning and Sustainable Development Directorate.

How will the proposal be administered?

Existing staffing levels will cover administration of the proposal.

Is the proposal part of a broader package? If so, please identify the other elements of the package.

There are additional measures in our More Electric Vehicle initiative that are not costed in this proposal. These measures do not have a direct cost impact and we propose they can be delivered with existing resources.

Additional measures in our plan are:

- Increase the availability of disability accessible EV charging stations and advocate for national accessibility standards.
- Facilitate the establishment of a thriving EV repair, reuse and recycling sector.
- Further reform vehicle duty to discourage highly polluting new vehicles.
- Continue to support development of vehicle to grid technology.
- Maintain progress towards the prohibition of registration of new petrol and diesel cars from 2035.

Has an allowance been made for expenses necessary to support the implementation of this proposal?

- If no, will the government agency be expected to absorb expenses associated with this proposal?
- If yes, please specify the key assumptions.

EPSDD is expected to absorb the expenses of delivering these proposals.

Will the proposal generate savings or offsets? If so, please quantify any savings or offsets.

No

Has the proposal been previously costed by an external (third) party? If so, will a copy of this material, including any assumptions, be made available to Treasury?

No

What are the community impacts associated with the proposal? Who and how many people will be affected?

Community benefits of the proposal include an expanded EV charging network with DC chargers in all town centres, of benefit to all EV drivers and particularly EV drivers living in apartment buildings and relying on public charging. The proposal will support 2500 low income households to switch to an EV, and will support 1000 small business to adopt EVs in their vehicle fleet. Households switching to an EV can save in reduced vehicle operating costs. It will also support apartment residents by providing zero interest loans for EV charging infrastructure.

Are there any transitional considerations associated with implementation of the proposal? If so, how will they be managed?

No.

What is the intended implementation date of the proposal?

Work would begin from December 2024, and scale up to full implementation during 2025-26.

When is the proposal expected to be fully operational? Please provide details such as the start and end dates, the level of commitment during each period etc.

DC chargers in all town centres - To be delivered by June 2026.

Solar covered car parks - To be delivered by June 2027.

\$4000 rebates for low income renters and apartment residents - Project planning in 2024-25, then rebates available from July 2025 until funding is fully allocated.

Zero interest loans for businesses – Available from July 2025 through to June 2028 or until funding allocation is used.

Zero interest loan pilot for high vehicle use businesses – To be delivered in 2024-25 and 2025-26. Completed by June 2026.

Zero interest loans for multi-unit buildings to be EV ready – Preparation already underway, delivery expected in 2025.

EV training centre – From July 2025 through to June 2028.

Will the proposal cease, and if so, when?

See above.

Is there any additional information relevant to this proposal?

No.