

DECEMBER 2022

ELECTRIC VEHICLES IN STRATA

PHASE 1: STATE OF PLAY



strata
community
association®

Table of Contents

About SCA.....	2
Foreword.....	3
Introduction.....	5
National Comparison Chart.....	6
Australian Capital Territory.....	8
New South Wales.....	10
Northern Territory.....	12
Queensland.....	14
South Australia.....	16
Tasmania.....	18
Victoria.....	20
Western Australia.....	22

About SCA

Strata Community Association (SCA) is the peak industry body for Body Corporate and Community Title Management (also referred to as Strata Management, Strata Title or Owners Corporations Management) in Australia and New Zealand.

Our 5,000 individual and corporate members include strata/body corporate managers, support staff, owners' representatives and suppliers of products and services to the industry. SCA proudly fulfils the dual roles of a professional institute and consumer advocate.

Direct employment in specialist strata management companies is approaching 10,000 people. More significantly, they are pivotal in an estimated \$6.7 billion in annual economic activity.

Based on the 2020 Australasian Strata Insights Report, more than 2.2 million people live in flats and apartments, the vast majority being strata titled.¹ This figure does not include other forms of strata title such as townhouses and community titled developments. Nor does it include businesses operating in strata titled commercial buildings. The estimated value of property under strata title in 2020 exceeds \$1.3 trillion.²

As the growth of apartment and strata living has intensified over the last decade, the strata management strata services industry has grown in lockstep to serve it. Strata managers navigate through a maze of Commonwealth, State and Territory legislation and regulation ranging from actual strata specific legislation, regulation, workplace, health, and safety issues and building codes as well as measures applicable to the management of body corporate funds.

A strata manager is expected to be knowledgeable on a range of issues relating to the management of a strata scheme.

¹ Hazel Easthope, Sian Thompson and Alistair Sisson, *Australasian Strata Insights 2020*, City Futures Research Centre, UNSW, Accessed at <https://cityfutures.be.unsw.edu.au/research/projects/2020-australasian-strata-insights/>

² Ibid, p6

Foreword

Strata Community Association's (SCA) *Electric Vehicles in Strata Phase 1: State of Play* report has been created to illuminate the current level of governmental support for the integration of electric vehicles into strata across all of Australia's jurisdictions.

Here is a quick summary of this report, which is the first in a two-part series, and what is coming next.

Purpose of this *Electric Vehicles In Strata Phase 1: State of Play* report

- This report is the first of two reports that will be released by SCA.
- The purpose of the report is to act as a baseline layout of the state of recognition and support for the integration of EVs into strata. There is no existing resource of this kind, and there is a need for government, key stakeholders and SCA members alike to have access to this information.
- The reason for dividing the reports and investigation in to two parts is that it is important to understand what the current level of consideration for these issues is as it is largely impacted at a state level (as opposed to federally).

What's coming next – purpose of the *Electric Vehicles in Strata: Phase 2 Challenges* report

- In the new year, SCA will be releasing Phase 2 of our investigation into EVs in strata, a comprehensive analysis of the specific issues that the mass integration of EVs into strata will create (the first of its kind).
 - To create this report, SCA will be utilising our member base and relationships formed to consolidate the knowledge of experts in this space.
- The strata industry will face significant challenges with the mass integration of EVs into their complexes, as a result of skyrocketing demand. The most notable of which include:
 - **Cost:** Most strata buildings do not currently possess the level of electrical infrastructure that is required to meet the EV charging demand that Australia will see in the near future.
 - **Equity issues:** The democratic structure of strata committees make it difficult to reach a decision on the implementation of required facilities to support EVs.
 - **Information Gap:** OCs may not be aware of the issues associated with EV integration into their buildings, and how challenging it may be.
 - Other issues include fire safety issues, the weight of the EVs themselves being heavier than traditional cars, insurance implications and others.

What is SCA doing?

- To get ahead of what will no doubt be an increasingly important topic in strata, SCA is on the front foot and will utilise these reports to raise government, stakeholder, strata and general public awareness and propose solutions that will benefit the sector, and strata communities as a whole.
- SCA is the first organisation to specifically investigate the current support for strata, and outline the multitude of issues that strata faces as a result of EV integration.
- SCA has already advocated hard for support for EVs in strata, having it be one of the core priorities in our federal and state election campaigns.
- SCA has formed a taskforce, (Strata Electric Vehicle Infrastructure Taskforce) with the sole purpose of discussing, considering and addressing the core issues that we will identify in reports 1 and 2.

Introduction

The progression towards the total electrification of passenger fleets is an evolution that is underway in all corners of the world. In a booming and environmentally conscious market like Australia, we know that demand for EVs will only continue to surge over the coming years and decades. Moderate models estimate that EVs will represent 49 per cent of total vehicle sales by 2030, and 100 per cent of total vehicle sales by 2040.³

We also know that as many as one in five Australians live in some form of strata-titled property, with estimates of the number of people living in strata reaching close to 6 million Australians.⁴ The majority of those people live in apartments or townhouses, but also in retirement villages, mixed use precincts and large, planned developments.

Without appropriately considering policies and funding that take into account the thousands of vehicles entering strata every year, EV demand and uptake will be significantly impacted, as the confidence of consumers that live in strata declines.

As both strata and EV policy is largely dictated and driven at a state and territory level, this report is intended to outline the scope of the commitment towards, and implementation of, EVs policies that relate to strata across each relevant Australian jurisdiction.

As we know, different jurisdictions have different needs, governments, attitudes, budgets and constituent priorities that lead to the consideration and implementation of vastly different emissions reduction strategies.

By gaining an understanding of the strengths and weaknesses of each jurisdiction's EV strategy in relation to strata, we may further drive the change necessary to ensure that one of Australia's largest residential markets is adequately supported.

³ARENA, Australian EV Market Study Report, accessed at <https://arena.gov.au/assets/2018/06/australian-ev-market-study-report.pdf> p 69

⁴ Ibid. p65

National Comparison Chart

Traffic Light System (explanation):








- The traffic light system you observe throughout the report are indications as to what level of recognition and support is currently being provided by state governments, towards addressing key policy areas.
 - Green: A fully implemented, or firm commitment made to address key issue.
 - Amber: Recognition of, and/or partial commitment to addressing key issue.
 - Red: No current recognition of, or commitment made towards addressing key issue.

Strata EV Policy Summary		Comparison Chart						
	ACT	NSW	NT	Qld	SA	Tas	Vic	WA
Implemented a Statewide EV Strategy	Green	Green	Green	Green	Green	Red	Green	Green
Broad Recognition of the Challenges of placing EVs in Strata	Amber	Amber	Amber	Amber	Red	Red	Amber	Amber
Targeted Incentives to Support EV Integration into Strata	Green	Green	Amber	Red	Red	Amber	Green	Red
Funding Commitment to Retrofit Strata Electrical Infrastructure	Red	Red	Red	Red	Red	Red	Red	Red
Public EV Charging in High Density Areas	Green	Green	Amber	Green	Green	Green	Green	Green
Commitment to Improved Electrical Infrastructure in New Residential Developments	Green	Green	Amber	Green	Amber	Red	Green	Green

Australian Capital Territory

Strata EV Policy

Scorecard

<u>Policy</u>	 ACT Government
Implemented a Statewide EV Strategy	
Broad Recognition of the Challenges of placing EVs in Strata	
Targeted Incentives to Support EV Integration into Strata	
Funding Commitment to Retrofit Strata Electrical Infrastructure	
Public EV Charging in High Density Areas	
Commitment to Improved Electrical Infrastructure in New Residential Developments	

Australian Capital Territory

Electric Vehicle Strategy

The Australian Capital Territory takes pride as a jurisdiction that is leading the way in its response to climate change, becoming the first jurisdiction in the southern hemisphere to reach a level of 100% renewable electricity.⁵

Having achieved this feat, the ACT Government has recently turned its focus towards its emissions reduction strategy, outlining that over 60% of the ACT's greenhouse gas emissions are directly related to the impact of transportation.⁶ The [ACT's Zero Emissions Vehicles Strategy 2022-30](#) was introduced by the ACT Government, as an extension of their mission to decarbonise all major sectors.

The EV strategy is centred around six priority action areas, namely:

- Setting a clear direction
- Expanding the EV charging network
- ACT Government leadership
- Making zero-emission vehicles more affordable
- Supporting and informing uptake
- Updating policies to support the transition⁷

Current Position on EVs in Strata

The ACT Government recognises that older and established residential buildings are generally not capable of supporting comprehensive EV charging, due to their poor electrical infrastructure:

"Multi-unit dwellings (townhouses and apartments) are not currently designed in a way that easily accommodates the installation of chargers since they don't have the electrical infrastructure, necessary wiring, or the space needed to install charging infrastructure."⁸

Importantly, the government notes the differences in complexity and cost between the implementation of infrastructure in stand-alone homes, in comparison to residential buildings:

"In townhouses and apartments, retrofitting EV charging is more complex than in houses with off-street parking. Coordinating the installation of chargers through owners corporations can also be a time consuming process."⁹

Strata Relevant EV Commitments

- **A total of 10.12m in funding for EVs¹⁰**
- Provision of information to unit titles and apartment building owners about EV charger installation in apartment buildings.
- A \$2,000 incentive to install charging infrastructure in common areas in multi-unit buildings, beginning in 2023.
- By 2023 at the latest, enact regulation in the Territory Plan to require EV charging infrastructure for all new multi-unit residential and commercial buildings.
- Expansion the public EV charging network to ensure there are at least 180 publicly available charging stations in the ACT by 2025¹¹

⁵ Evans, Jake. "Here's How the Act Has 100 per Cent Renewable Power from Today." ABC News, 1 Oct, 2019.

⁶ ACT Government. "ACT's Zero Emissions Vehicles Strategy 2022 - 30." 2022. p.2

⁷ Ibid p. 1








⁸ Ibid p. 24

⁹ Ibid p. 13

¹⁰ Electric Vehicle Council. "State of Electric Vehicles." March 2022. p. 22 <https://electricvehiclecouncil.com.au/wp-content/uploads/2022/03/EVC-State-of-EVs-2022.pdf>

¹¹ ACT Government. "ACT's Zero Emissions Vehicles Strategy 2022 - 30." 2022. p.16

New South Wales Strata EV Policy Scorecard

<u>Policy</u>	 NSW GOVERNMENT
Implemented a Statewide EV Strategy	
Broad Recognition of the Challenges of placing EVs in Strata	
Targeted Incentives to Support EV Integration into Strata	
Funding Commitment to Retrofit Strata Electrical Infrastructure	
Public EV Charging in High Density Areas	
Commitment to Improved Electrical Infrastructure in New Residential Developments	

New South Wales

Emissions Reduction Strategy

The NSW Government is steadfastly committed to a 50 per cent reduction in emissions by 2030, and overall net-zero emissions by 2050.

The [NSW Electric Vehicle Strategy](#) outlines the government's multi-faceted approach to revolutionising the states' road and transport network to achieve these targets. Specifically, the NSW Government has stated that the acceleration of the electrification of their passenger vehicle fleet is a high priority, aiming to drive demand for EVs, and setting the target of more than 50 per cent of passenger car sales being EVs by 2030.¹²

Current Position on EV Charging in Strata

The NSW Electric Vehicle Strategy acknowledges the challenges of accommodating the installation of EV charging in existing residential apartments, stating:

"Many buildings are not currently designed in a way that easily accommodates the installation of charging infrastructure in the carpark. They lack the necessary wiring, electrical infrastructure and accessible space needed to install charging infrastructure. Retrofitting EV infrastructure into existing buildings can be expensive and technically challenging."¹³

The government has recognised that the first step is therefore to ensure that all new buildings are built with the capability to support comprehensive EV charging, in line with the updated National Construction Code Provisions:

"Ensuring that EV electrical infrastructure is built-in when a building is under construction is much cheaper and can save apartment owners at least 75% for the same building size if planned for upfront. The NSW Government will update relevant regulations to make sure all new buildings and precincts are constructed and wired to be 'EV ready'.¹⁴

Strata Related EV Commitments

- **A total of \$633m in funding for EVs¹⁵**
- The NSW 2022-23 budget introduced \$38.3 million to support the implementation of charging infrastructure.¹⁶
 - This includes \$10 Million to co-fund 125 medium and large multi-residential apartment buildings to make EV charging electrical upgrades.
 - \$10 million to co-fund 500 kerbside charge points, to provide on-street charging in dense residential streets where private parking is limited.
 - \$18 million for EV fast charging grants. This includes increasing the number of charging points at stations in high density urban areas from 4-8.¹⁷
- The NSW Government will also invest \$209 million to ensure widespread, EV charging coverage.
 - This includes \$149 million being invested into EV fast charging grants, which will co-fund charge point operators to install and operate ultra-fast charging stations at 100 km intervals across the state, and every 5 km in metropolitan areas.¹⁸

¹² NSW Government. "NSW Electric vehicle Strategy – NSW Plans and Progress." NSW Climate and Energy Action.

<https://www.energy.nsw.gov.au/nsw-plans-and-progress/government-strategies-and-frameworks/electric-vehicle-strategy>

¹³ NSW Government. "NSW Electric Vehicle Strategy." Department of Planning, Industry and Environment. 2021. p. 25 <https://www.energy.nsw.gov.au/sites/default/files/2022-09/nsw-electric-vehicle-strategy-210225.pdf>

¹⁴ Ibid.

¹⁵ NSW Government. "NSW Electric vehicle Strategy – NSW Plans and Progress." NSW Climate and Energy Action.

<https://www.energy.nsw.gov.au/nsw-plans-and-progress/government-strategies-and-frameworks/electric-vehicle-strategy>








¹⁶ NSW Government. "NSW Takes the lead with EV Charger boost." 20 June 2022 <https://www.nsw.gov.au/media-releases/nsw-takes-lead-ev-charger-boost>

¹⁷ Ibid.

¹⁸ NSW Government. "NSW Electric vehicle Strategy – NSW Plans and Progress." NSW Climate and Energy Action.

<https://www.energy.nsw.gov.au/nsw-plans-and-progress/government-strategies-and-frameworks/electric-vehicle-strategy>

Northern Territory Strata EV Policy Scorecard

Policy	 NORTHERN TERRITORY GOVERNMENT
Implemented a Statewide EV Strategy	
Broad Recognition of the Challenges of placing EVs in Strata	
Targeted Incentives to Support EV Integration into Strata	
Funding Commitment to Retrofit Strata Electrical Infrastructure	
Public EV Charging in High Density Areas	
Commitment to Improved Electrical Infrastructure in New Residential Developments	

Northern Territory

Emissions Reduction Strategy

The Northern Territory Government has committed to a net-zero emissions target of 2050. Recognising the rapid incoming electrification of its transport fleet as a fundamental aspect of achieving this target, the Northern Territory Government's Department of Infrastructure, Planning and Logistics published their landmark [Electric Vehicle Strategy and Implementation Plan 2021 – 2026](#).

Through consultation with industry and community, the NT Government identified four key priority areas that the strategy was aiming to address, in to support the increased uptake in EVs, namely:

- Vehicle costs and availability
- Vehicle charging
- Knowledge, skills and innovation
- Consumer information¹⁹

Current Position on EVs in Strata

The Northern Territory Government has acknowledged the significant barrier to the uptake of EVs that the 'range anxiety' phenomenon creates. The government has therefore recognised the utility of comprehensive charging infrastructure:

"Consumer concern regarding the range of EV batteries, often referred to as 'range anxiety' and the availability of charging infrastructure is a significant barrier to EV adoption in Australia and convenient charging infrastructure will be essential to encouraging EV uptake.

"Charging options are needed including home charging, public charging and fast charging and there is a role for government in supporting the development of charging networks, particularly where there may be a marginal commercial case for private investment in charging infrastructure."²⁰

The NT Government has recognised that there is a necessity to plan for the infrastructure that is required in future developments, as the urban environment of the Northern Territory continues to evolve:

"There is a need to plan ahead for charging infrastructure in residential and commercial buildings and public facilities. Government has a role in developing relevant charging standards and guidance at both the national and local level"²¹

Strata EV Commitments

- **A total of \$4.46m in funding for EVs²²**
- Implementation of an Electric Vehicle Charger (Residential and Business) Grant, where owners of EVs may apply for grants to purchase and install an EV chargers:
 - \$1,000 for a residential property (100 total grants)
 - \$2,500 for a business (80 total grants).²³
- Work with other jurisdictions and industry to coordinate EV charging, including the development of charging guidelines in residential apartments and mixed-use developments²⁴
- Investigation of amendments to the Northern Territory Planning Scheme to encourage provision of EV charging in new developments²⁵

¹⁹ NT Government. "Northern Territory Electric Vehicle Strategy and Implementation Plan 2021 – 2026." Department of Infrastructure, Planning and Logistics. 2020. p. https://dipl.nt.gov.au/_data/assets/pdf_file/0007/1027483/electric-vehicle-strategy-implementation-plan.PDF

²⁰ Ibid. p. 9

²¹ Ibid. p. 9








²² EVC. "State of Electric Vehicles." March 2022. p. 28 <https://electricvehiclegouncil.com.au/wp-content/uploads/2022/03/EVC-State-of-EVs-2022.pdf>

²³ NT Government. "Electric Vehicle Charger (Residential and Business) Grants Scheme." <https://nt.gov.au/industry/business-grants-funding/electric-vehicle-charger-residential-and-business-grants-scheme>

²⁴ ²⁴ NT Government. "Northern Territory Electric Vehicle Strategy and Implementation Plan 2021 – 2026." Department of Infrastructure, Planning and Logistics. 2020. p. 14 https://dipl.nt.gov.au/_data/assets/pdf_file/0007/1027483/electric-vehicle-strategy-implementation-plan.PDF

²⁵ Ibid. p. 14

Queensland Strata EV Policy Scorecard

<u>Policy</u>	 Queensland Government
Implemented a Statewide EV Strategy	
Broad Recognition of the Challenges of placing EVs in Strata	
Targeted Incentives to Support EV Integration into Strata	
Funding Commitment to Retrofit Strata Electrical Infrastructure	
Public EV Charging in High Density Areas	
Commitment to Improved Electrical Infrastructure in New Residential Developments	

Queensland

Emissions Reduction Strategy

Like many other states, the Queensland Government has set a net-zero emissions target date of 2050 (consistent with the current target at the federal level), and a benchmark of a 30 per cent reduction in emissions by 2030.²⁶

To assist in achieving the targets set by the state government, Queensland's '[Zero Emission Vehicle Strategy 2022-2023](#)' was published in March of this year by the Queensland Department of Transport and Main Roads.

Current Position on EVs in Strata

The Queensland Government acknowledges the importance of planning for the implementation of residential charging infrastructure, where EVs will likely spend the most time idle:

"We must plan for the wide uptake of charging infrastructure where people are parked for long periods."²⁷

The government however notes that it is easier, and less costly to incorporate supportive infrastructure for EV charging in strata at the time of development, and may focus its approach on this area of reform moving forward:

"It may be more cost-effective for adequate electrical infrastructure to be incorporated at the time of construction rather than retrofitted, particularly for multi-use dwellings, apartments and workplaces."

"Providing for charging infrastructure for new multi-residential buildings will also help avoid expensive retrofitting costs and body corporate resolutions."²⁸

Strata EV Commitments

- **A total of \$60.25m in funding for EVs²⁹**
- The implementation 31 fast charging sites on Queensland Electric Superhighway (QESH) in 2017, and a further 13 charging stations in 2020.
 - Recently, the Palaszczuk Government committed another \$3.83m towards 24 more charging stations across Queensland.³⁰
- Amendment of building codes to require new houses and apartment buildings to be EV ready, including the capability to integrate bi-directional charging capability³¹
- Utilising National Construction Code requirements to facilitate the provision of appropriate ZEV charging infrastructure to future-proof new residential and commercial developments.³²
- Work with local government to ensure they consider BEV charging infrastructure in development assessments.³³
 - Provision on planning and development guidance on electric vehicle charging infrastructure for local government.

²⁶ Queensland Government. "Queensland's Zero Emission Vehicle Strategy 2022-2032." Department of Transport and Main Roads. March 2022. p. 4 <https://www.publications.qld.gov.au/ckan-publications-attachments-prod/resources/ccl80075-23bb-499f-8ac2-d1704973feca/zev-strategy.pdf?ETag=2194a593a5798b4a949ddac821181e55>

²⁷ Ibid. p. 37

²⁸ Ibid. p. 37

²⁹ Electric Vehicle Council. "State of Electric Vehicles." March 2022. p. 31 <https://electricvehiclecouncil.com.au/wp-content/uploads/2022/03/EVC-State-of-EVs-2022.pdf>

³⁰ Queensland Government. "Queensland's Electric Superhighway powers up out west." The Queensland Cabinet and Ministerial Directory. 25 May 2022. <https://statements.qld.gov.au/statements/95209>

³¹ Queensland Government. "Queensland's Zero Emission Vehicle Strategy 2022-2032." Department of Transport and Main Roads. March 2022. p. 11 <https://www.publications.qld.gov.au/ckan-publications-attachments-prod/resources/ccl80075-23bb-499f-8ac2-d1704973feca/zev-strategy.pdf?ETag=2194a593a5798b4a949ddac821181e55>








³² Ibid. p. 12

³³ Ibid. p. 37

South Australia

Strata EV Policy

Scorecard

<u>Policy</u>	 Government of South Australia
Implemented a Statewide EV Strategy	
Broad Recognition of the Challenges of placing EVs in Strata	
Targeted Incentives to Support EV Integration into Strata	
Funding Commitment to Retrofit Strata Electrical Infrastructure	
Public EV Charging in High Density Areas	
Commitment to Improved Electrical Infrastructure in New Residential Developments	

South Australia

Emissions Reduction Strategy

Having identified the electrification of its fleet as a priority in its push towards net-zero, the South Australian Government's '[Electric Vehicle Action Plan](#)' was released by the Department of Energy and Mining in December of 2020.

The overarching goal of the government is to target emissions reductions of at least 50 per cent by 2030, and net-zero emissions by 2050. Critically, the government is hoping to drive demand of EVs to assist in reaching these targets, aiming to have all new passenger vehicles sold in South Australia to be electric by 2035.³⁴

Current Position on EVs in Strata

As demand for EVs increases, the South Australian Government is keen to ensure that future planning takes into consideration the requirement for adequate charging infrastructure.

"We aim to support the deployment of EV charging services across the road network to meet demand The planning system will consider the needs of future fleets at residential, commercial, community, public and regional planning levels. "

However, the recent introduction of the Malinauskas Government has seen some changing priorities in regard to the support for EV integration. This notably included the \$12.25m committed to providing 7,500 \$2000 subsidies for residential installation of EV smart chargers **removed** in the 2023-23 state budget.³⁵

Strata Relevant EV Commitments

- **A total of \$53.25 in funding for EVs³⁶**
- In partnership with the Royal Automobile Associate of South Australia (RAA), the South Australian Government will implement a state-wide electric vehicle charging network, of over [530 charging points](#) at 140 sites by early 2024.³⁷
- Consideration for new residential and commercial developments incorporating appropriate infrastructure to be EV ready (consistent with updated NCC provisions).

³⁴ Government of South Australia. "South Australia's Electric Vehicle Action Plan: Lowering energy costs whilst cutting pollution." Department for Energy and Mining. p. 3 https://www.energymining.sa.gov.au/_data/assets/pdf_file/0009/609390/DEM-Electric-Vehicle-Action-Plan.pdf

³⁵ Government of South Australia. "STATE BUDGET 2022-23 Budget Measures Statement Budget Paper 5." p. 37 <https://www.statebudget.sa.gov.au/budget-papers/2022-23-Budget-Measures-Statement.pdf>








³⁶ Electric Vehicle Council. "State of Electric Vehicles." March 2022. p. 34 <https://electricvehiclecouncil.com.au/wp-content/uploads/2022/03/EVC-State-of-EVs-2022.pdf>

³⁷ Royal Automobile Association of South Australia. "EV charging network: Connecting South Australian the road." <https://www.raa.com.au/motor/motoring-services/ev-charging-network>

Tasmania

Strata EV Policy

Scorecard

<u>Policy</u>	 Tasmanian Government
Implemented a Statewide EV Strategy	
Broad Recognition of the Challenges of placing EVs in Strata	
Targeted Incentives to Support EV Integration into Strata	
Funding Commitment to Retrofit Strata Electrical Infrastructure	
Public EV Charging in High Density Areas	
Commitment to Improved Electrical Infrastructure in New Residential Developments	

Tasmania

Emissions Reduction Strategy

The Tasmanian Government, in response to a review of its climate change legislation, recently proposed a new emissions reduction target for Tasmania of net-zero by 2030, revising the previous goal of net-zero by 2050.³⁸ The Tasmanian Government considers this goal achievable and aims to be a climate change leader both nationally and globally, having already achieved net zero emissions six out of the seven years since 2013.³⁹

At this stage however, the Tasmanian Government has not released a comprehensive EV strategy to compliment this vision. According to the government:

“Our current focus is to better understand the expectations and changing needs of our customers to determine the best way to integrate electric vehicles and emerging technology into our network and provide convenient and affordable access to electric vehicle charging in Tasmania.”⁴⁰

Current Position on EVs in Strata

As the Tasmanian Government is yet to release an EV strategy that outlines their trajectory and policies over the coming years, there is no indication of their position on the challenges that face EVs upon their integration into strata communities.

However, the Tasmanian Government’s commitment to supporting public EV charging infrastructure under is [Climate Change Action Plan 2017-2021](#), indicates that the government recognises the importance of access to EV charging infrastructure for all residents.

Strata Relevant EV Commitments

- **A total \$6.78m in funding for EVs.**⁴¹
- Through two phases of the EV Grants program ‘ChargeSmart,’ \$1.2m has been contributed towards the implementation of fast and destination charging stations.⁴²
- An EV Grid Trial commenced in 2021, where 170 trial participants received a free wall mounted smart charger (valued at \$2,200).⁴³

³⁸ Tasmanian Government. “Reducing our greenhouse gas emissions.” Renewables, Climate and Future Industries Tasmania. https://www.stategrowth.tas.gov.au/recfit/climate/reducing_our_emissions#:~:text=Our%20emissions%20reduction%20target&text=The%20Government%20has%20also%20committed,for%20the%20past%20seven%20years.

³⁹ Point Advisory. “Tasmania: Net Zero by 2030 Emissions Pathway Review Summary Report.” 2021. p. 3. https://www.dpac.tas.gov.au/_data/assets/pdf_file/0029/136829/Tasmanian_Emissions_Pathway_Review_-_Summary_Report.pdf








⁴⁰ TasNetworks. “Electric Vehicles.” <https://www.tasnetworks.com.au/poles-and-wires/planning-and-developments/electric-vehicles>

⁴¹ Electric Vehicle Council. “State of Electric Vehicles.” March 2022. p. 37 <https://electricvehiclecouncil.com.au/wp-content/uploads/2022/03/EVC-State-of-EVs-2022.pdf>

⁴² Tasmanian Government. “Electric Vehicle ChargeSmart Grants.” Renewables, Climate and Future Industries Tasmania. https://recfit.tas.gov.au/chargesmart_grants

⁴³ EVGrid. “Enabling Electric Vehicle friendly networks and neighbourhoods.” <https://www.evgrid.com.au/home>

Victoria Strata EV Policy Scorecard

<u>Policy</u>	
Implemented a Statewide EV Strategy	
Broad Recognition of the Challenges of placing EVs in Strata	
Targeted Incentives to Support EV Integration into Strata	
Funding Commitment to Retrofit Strata Electrical Infrastructure	
Public EV Charging in High Density Areas	
Commitment to Improved Electrical Infrastructure in New Residential Developments	

Victoria

Emissions Reduction Strategy

The Victorian Government's '[Zero Emissions Vehicle Roadmap](#)' was released by their Department of Environment, Water and Planning in May of 2021. The government has committed \$100 Million to "accelerate the drive to zero emission vehicles," with a goal of 50% of (light) car sales being zero-emission vehicles (ZEVs) by 2030,⁴⁴ and 100% of sales by 2040.

According to the government, the roadmaps' success will be based on the pillars of 'stimulating the market' for EVs through subsidy and funding, and building infrastructure that allows for access to EV charging in "every corner of the state."⁴⁵

Current Position on EVs in Strata

The government has identified that the lack of availability of charging options is a likely contributor to range anxiety, and a significant influencer of demand for EVs in the state:

"Concerns about the availability of public BEV charging is another way in which range anxiety is often expressed, with many consumers also concerned about the level of charging that might be available to them at BEV charging stations. An RACV survey has found that respondents nominated the availability of public charging as the most important factor in their decision to buy an electric vehicle."⁴⁶

In relation to apartment buildings specifically, the Victorian Government has acknowledged the challenges of accommodating the installation of EV charging in apartments, stating in their roadmap:

"Installation of private charging points within multiunit dwellings, particularly in apartment carparks, can be a costly and complicated process for residents if the infrastructure is retrofitted after the building has been developed."⁴⁷

Strata Relevant EV Commitments

- **A total of \$100m in funding for EVs.**⁴⁸
- Development of an online guide for strata owners and body corporates to assist in identifying and assessing EV charging options for *existing* buildings.⁴⁹
- \$298,000 towards the development of an 'EV-readiness' in *new* buildings study.⁵⁰
- \$19 Million to improve EV charging infrastructure across regional Australia and support the charging of EV fleets.⁵¹
- \$5 million in grants to establish a public electric vehicle (EV) fast-charging network.
 - 141 EV fast charging stations will be installed in 116 high-use areas and tourist spots across Victoria.⁵²

Supporting changes to the National Construction Code from 2022 to reduce barriers to future installation of EV charging in new buildings Exploration of rooftop solar and storage batteries as methods to manage peak demand and reduce the net cost of EV charging in existing residential buildings.⁵³

⁴⁴ Victorian Government. "Victoria's Zero Emissions Vehicle Roadmap." Environment, Land, Water and Planning. p. 4. https://www.energy.vic.gov.au/_data/assets/pdf_file/0031/583726/Zero-emission-vehicle-roadmap.pdf

⁴⁵ Ibid. p. 4

⁴⁶ Ibid. p.33

⁴⁷ Ibid. p. 33

⁴⁸ Electric Vehicle Council. "State of Electric Vehicles." March 2022. p. 39 <https://electricvehiclecouncil.com.au/wp-content/uploads/2022/03/EVC-State-of-EVs-2022.pdf>

⁴⁹ Victorian Government. "Victoria's Zero Emissions Vehicle Roadmap." Environment, Land, Water and Planning. p. 45. https://www.energy.vic.gov.au/_data/assets/pdf_file/0031/583726/Zero-emission-vehicle-roadmap.pdf








⁵⁰ Victorian Government. "Zero Emission Vehicles." Environment, Land, Water and Planning. <https://www.energy.vic.gov.au/renewable-energy/zero-emission-vehicles>

⁵¹ Victorian Government. "Zero Emission Vehicles." Environment, Land, Water and Planning. <https://www.energy.vic.gov.au/renewable-energy/zero-emission-vehicles>

⁵² Victorian Government. "Destination Charging Across Victoria Program." Environment, Land, Water and Planning. <https://www.energy.vic.gov.au/grants/destination-charging-across-victoria-program>

⁵³ Ibid.

Western Australia Strata EV Policy Scorecard

<u>Policy</u>	
Implemented a Statewide EV Strategy	
Broad Recognition of the Challenges of placing EVs in Strata	
Targeted Incentives to Support EV Integration into Strata	
Funding Commitment to Retrofit Strata Electrical Infrastructure	
Public EV Charging in High Density Areas	
Commitment to Improved Electrical Infrastructure in New Residential Developments	

Western Australia

Emissions Reduction Strategy

The [‘State Electric Vehicle Strategy for Western Australia’](#) was delivered by the Government of Western Australia’s Department of Water and Environmental Regulation in November of 2020, as a core component of their push towards a commitment of net-zero by 2050.

The WA Government is focused on increasing the overall uptake of EVs in the state, and actions that ensure that the electrification of WA’s vehicle fleet is facilitated in a coordinated manner, that supports the transitional energy system.⁵⁴

Current Position on EVs in Strata

In their EV strategy outline, the Western Australian Government acknowledges the challenges of accommodating the installation of EV charging into residential apartment buildings.

According to the WA Government, the development of new buildings that possess infrastructure that supports EV charging is an effective method of reducing the costs of EV charging implementation in the future:

“The incorporation of adequate electrical infrastructure at the time of building construction – particularly for multi-use dwellings, apartments and workplaces – will significantly reduce the cost associated with installing charging stations at a later date”⁵⁵

Strata Relevant EV Commitments

- **A total of \$21m in funding for EVs**⁵⁶
- Support for the amendments to the National Construction Code (NCC) that would require all greenfield residential apartment developments to allow for electrical infrastructure to support the comprehensive installation of electric vehicle charging.⁵⁷
- A \$20 Million commitment to support the creation of a public electric vehicle fast charging infrastructure network at [49 locations across the state](#).⁵⁸
 - The charging stations are expected to begin to be implemented in November 2022, with the network fully operational by January 2024.⁵⁹
- Consideration of updating planning guidelines to encourage the design of residential buildings, precincts and parking developments that may support electric vehicle charging facilities⁶⁰

⁵⁴ Government of Western Australia. “State Electric Vehicle Strategy for Western Australia.” Department of Water and Environmental. p. V https://www.wa.gov.au/system/files/2020-11/State_Electric_Vehicle_Strategy_for_Western_Australia_0.pdf

⁵⁵ Ibid. p. 10

⁵⁶ Electric Vehicle Council. “State of Electric Vehicles.” March 2022. p. 42 <https://electricvehiclecouncil.com.au/wp-content/uploads/2022/03/EVC-State-of-EVs-2022.pdf>

⁵⁷ Government of Western Australia. “State Electric Vehicle Strategy for Western Australia.” Department of Water and Environmental. p. 12 https://www.wa.gov.au/system/files/2020-11/State_Electric_Vehicle_Strategy_for_Western_Australia_0.pdf

⁵⁸ Ibid. p. 10

⁵⁹ Government of Western Australia. “Electric Vehicle Strategy.” <https://www.wa.gov.au/service/environment/environment-information-services/electric-vehicle-strategy>

⁶⁰ Government of Western Australia. “State Electric Vehicle Strategy for Western Australia.” Department of Water and Environmental. p. 12 https://www.wa.gov.au/system/files/2020-11/State_Electric_Vehicle_Strategy_for_Western_Australia_0.pdf