

Question on Notice

Inquiry into infrastructure for electric and alternative energy source vehicles in NSW

Mr RAY WILLIAMS: Could we glean from that, therefore, that the current regulatory framework—whilst perhaps not perfect and certainly can always be improved—is providing the fairest outcome for everybody at the moment through private investment on behalf of customers and on behalf of everybody?

Energy Consumers Australia (ECA) thanks the Committee on Transport and Infrastructure for the opportunity to address the NSW Parliament Inquiry into infrastructure for electric and alternative energy source vehicles.

In its current form, we do not believe that the regulatory framework delivers fair outcomes for all consumers through private investment alone. We strongly believe that an EV transition will only be fair and equitable if all consumers are able to charge their EV conveniently and fairly. As we highlighted in our submission,¹ electric vehicle (EV) adoption, while growing, is anything but uniform across the country.

There is a clear divide between homeowners and those who rent or do not have access to off-street parking, as well as between urban and rural or regional Australians. Further, research suggests that public EV charging can be a key enabler of EV purchase and ownership for these cohorts of consumers: just 4.5% of homeowners report access to charging infrastructure as a barrier to EV ownership, compared to 31% of renters in the private market.² Similarly, nearly 40% of rural and regional Australians expressed similar concerns, compared to 26% in urban areas.³

We commend the NSW Government's investment in the installation of EV charging stations across the state^{4, 5} for providing a valuable response to a fragmented and unevenly distributed public charging infrastructure network. This intervention is necessary due to the lack of private sector investment in areas that are perceived as less profitable due to lower EV uptake.

As mentioned in the hearing, ECA has commissioned HoustonKemp Economists to identify the ideal roles and responsibilities for public EV charging infrastructure that would best promote consumer interests. This forthcoming report finds that the fragmentation of the AC and DC charging markets, particularly in being a market with several discrete networks that are not interoperable and have been developed with a lack of central planning, is not in the best interest of consumers.

The nascency of Australia's public EV charging industry and persistent market failures call for urgent regulatory overhaul using lessons from international experience. We will provide initial recommendations on this issue in our forthcoming report, which we anticipate being ready to provide to the Committee before the end of July.

¹ Energy Consumers Australia, 2025 – [Submission to the Inquiry into infrastructure for electric and alternative source vehicles in NSW](#)

² CPRC, 2022 – [The barriers and potential enablers of electric vehicle uptake in Australia](#)

³ Ibid.

⁴ NSW Government – [Electric vehicle fast charging grants](#)

⁵ NSW Climate and Energy Action – [Electric vehicle kerbside charging grants](#)

ECA thanks the Committee on Transport and Infrastructure for the opportunity to provide input to the Inquiry into infrastructure for electric and alternative energy source vehicles in NSW.

For any questions or comments, please contact Pauline Ferraz at

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Yours sincerely,

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Pauline Ferraz
Manager, Consumer Advocacy