Supplementary questions – Public hearing - June 30

1. *In your view, what role do local governments play in ensuring that EV charging infrastructure is deployed, accessible and usable?*

   EVX Response: At EVX, we believe local governments play a pivotal role in ensuring that public EV charging infrastructure is strategically deployed, highly accessible, and reliably usable.

   Planning and facilitation
   Local governments are often the custodians of the kerbside, parking spaces, and public domain – all critical to EV charging accessibility. They play a central role in:

   - Identifying priority locations based on community needs, traffic patterns, and equity considerations (e.g., ensuring access in multi-dwelling and lower-income areas).
   - Streamlining approvals and permitting processes, which can significantly reduce deployment timelines and lower project costs.
   - Allocating dedicated parking for EV charging to prevent misuse and ensure chargers remain accessible to EV drivers.

   Ensuring accessibility and usability

   Local governments help create conditions for chargers to be:

   - Physically accessible, by enforcing design guidelines that cater to all users, including those with mobility challenges.
   - Visible and intuitive to use, through consistent wayfinding and integration with broader transport networks.
   - Supported by public engagement, ensuring the community understands, accepts, and uses the infrastructure.

   Parking enforcement to ensure accessibility

   A critical aspect of ensuring usability is effective parking enforcement. Without clear enforcement of EV-only parking rules at charging bays, chargers can easily become blocked by non-EV or non-charging vehicles. Local governments are best placed to:

   - Implement and enforce dedicated EV charging zone regulations.
   - Introduce time limits and enforcement measures to improve bay turnover and availability.

- Support public education around appropriate use of charging spaces.

Driving collaboration and partnerships

Local governments are uniquely positioned to act as connectors between stakeholders — working with charge point operators like EVX, to deliver cost-effective, scalable, and innovative infrastructure.

Reducing stranded asset risk

Through thoughtful planning and collaboration, councils can ensure chargers are sited where they are most needed, maximising utilisation and minimising the risk of underused or inaccessible assets.

Supporting policy and funding alignment

Local governments are instrumental in aligning federal and state EV strategies with local implementation, often acting as a bridge between high-level policy objectives and on-the-ground outcomes. By securing and co-investing grant funding, councils can accelerate deployment while ensuring community benefit.

At EVX, we have found that our most successful projects are those where councils are active partners, providing leadership in planning, parking enforcement, and community engagement while enabling the private sector to deliver innovative, commercially sustainable charging solutions.

At EVX, we have found that **strong, collaborative partnerships with local governments are critical** to the successful delivery of public EV charging infrastructure. However, there are several key areas where these partnerships can be further improved to accelerate deployment and ensure optimal outcomes for communities:

Streamlined and consistent approval processes

Partnerships can be improved by:

- **Establishing standardised, fast-track approval frameworks** across councils to reduce project lead times.
- **Developing clear guidelines and templates** for site selection, permitting, and technical compliance.
- **Adopting a coordinated approach across councils**, reducing duplication of effort for charge point operators (CPOs).

Co-designing deployment strategies

Local governments bring critical knowledge of their communities, while CPOs contribute expertise in network design and operations. Partnerships can be enhanced through:

- **Jointly developing deployment plans** that align local transport goals with commercial data available to CPOs.
- **Using data-driven decision-making**, combining council insights (e.g., parking demand, traffic flows) with CPO analytics to identify high-priority sites.
- **Engaging communities early** to build public support and ensure infrastructure meets local needs and ahead of project delivery.

Dedicated parking and enforcement collaboration

The accessibility of charging infrastructure depends on effective **EV-only parking enforcement**. Improvements include:

- **Formal agreements with councils** to enforce parking restrictions in charging bays.
- **Implementing consistent signage and time limits** across jurisdictions to ensure usability.

Shared funding and risk management

To reduce financial barriers and encourage innovation:

- **Co-funding models** (e.g., matched grants, in-kind support such as waived fees) can de-risk private investment and enable more ambitious rollouts.
- **Long-term partnerships** that provide certainty for operators can attract greater investment in public charging infrastructure.

Establishing formal partnership frameworks

Rather than relying on ad hoc engagement, partnerships can be strengthened through:

- **Memoranda of understanding (MOUs)** between councils and CPOs that outline responsibilities, timelines, and service levels.
- **Regular joint steering committees** involving councils, CPOs, DNSPs, and state agencies to oversee progress and resolve issues quickly.

Encouraging innovation and local procurement

Local governments can support the market by:

- **Incentivising the use of locally designed and manufactured infrastructure**, supporting economic growth and supply chain resilience.
- **Encouraging pilot programs** that test innovative business models or technologies (e.g., demand-responsive pricing, integration with renewable energy).

At EVX, we have seen that **when councils actively collaborate, by aligning policy, providing dedicated parking, and streamlining processes, infrastructure can be deployed faster, at lower cost, and in ways that deliver the greatest benefit to local communities.**

2. <mark>Are you satisfied with the current data transparency obligations of DNSPs?</mark>

From EVX's perspective, **current data transparency obligations for Distribution Network Service Providers (DNSPs) are insufficient** to support the efficient, competitive, and timely deployment of public EV charging infrastructure.

Lack of granularity and accessibility
While DNSPs provide some network data, the information is often:

- **Aggregated at a high level**, making it difficult for charge point operators (CPOs) to identify optimal connection points.

- **Outdated or incomplete**, with limited visibility on available network capacity at the street or feeder level.

- **Difficult to access or interpret**, with no consistent national format for publishing key datasets.

For CPOs like EVX, this lack of transparency results in **higher planning costs, and uncertainty during site selection and feasibility**, which ultimately slows down infrastructure delivery. This is particularly difficult to manage in tandem with other government processes.

Absence of forward-looking network information

DNSPs rarely provide **forecasted network augmentation plans or timelines** at a level of detail useful to CPOs. This makes it difficult to plan deployments in line with upcoming grid upgrades or capacity improvements.

Impact on competitive neutrality

Limited transparency **favours DNSPs who are also seeking to deploy charging assets** (either directly or through ring-fencing waivers) since they have privileged access to detailed network data. This creates an uneven playing field for independent CPOs and undermines competitive market development.

Need for reform

EVX advocates for **stronger, standardised transparency obligations** to ensure the competitive market can deliver EV infrastructure efficiently. This should include:

- **Publicly accessible, geospatial network data** (down to feeder/pole level) on available capacity and connection options.
- **Regularly updated hosting capacity maps** similar to international best practice (e.g., California's Integration Capacity Analysis tools).

- **Publication of planned network upgrades** to enable coordinated investment by private CPOs.

- **Standardised data formats** across all DNSPs to reduce complexity for national operators.

Without these improvements, **CPOs are left operating with incomplete information**, leading to inefficiencies, delays, and higher costs.

At EVX, we strongly support reforms that **mandate greater transparency from DNSPs** to create a fair, competitive, and efficient environment for EV charging rollout.