

**Submission  
No 9**

**INFRASTRUCTURE FOR ELECTRIC AND ALTERNATIVE ENERGY SOURCE  
VEHICLES IN NSW**

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Submission to the Committee on Transport and Infrastructure

Inquiry into Infrastructure for Electric and Alternative Energy Source Vehicles in NSW

From: Sandy Free, EV Owner and Daily Commuter

As a resident of New South Wales and an owner of a BYD Seal electric vehicle, I welcome the opportunity to contribute to this important inquiry. I drive my EV daily for commuting and weekend travel, and occasionally for longer trips within the range of a single charge. My submission is grounded in real-world experience and a strong belief in equitable and future focused infrastructure that supports the transition to cleaner transport options.

a) Funding and location of electric vehicle chargers or infrastructure for other potential energy fuel sources

The availability of public EV charging in NSW remains patchy and inadequate. While I primarily charge my vehicle at home, there are times when I need to rely on public infrastructure — and too often I encounter chargers that are faulty, slow, or require confusing or unreliable payment methods.

Charging should be as easy as fuelling a petrol vehicle. Right now, it is not. Payment systems are inconsistent across networks, and too many chargers are slow or poorly maintained. In contrast, petrol stations offer a standardised experience regardless of location or vehicle type. That level of functionality should be the benchmark for EV infrastructure.

There must be stronger investment in public fast charging stations across NSW, particularly in areas that are not commercially attractive to private operators. The rollout has been too slow, and too heavily skewed towards profit-driven models. If we treat charging infrastructure as a public good — much like roads and water — the long term economic and environmental benefits will far outweigh the initial investment.

b) Viability of alternative energy sources for freight, heavy vehicles, and other licensed vehicles in regional communities

While my personal experience relates to electric vehicles, I recognise that long haul freight and heavy vehicle transport may require different technologies. If hydrogen or other alternative energy sources prove more viable for freight, then investment in those technologies should be considered — but only where there is a demonstrated need and long term viability.

That said, the current focus should remain primarily on EV infrastructure, given its proven readiness, rapidly growing uptake, and technological maturity.

c) Use of existing infrastructure and measures to ensure a competitive market, including 'ring fencing' policies

I am deeply concerned by the growing dominance of particular charging networks, particularly Tesla's. It is unfair and anti-competitive that Tesla can offer cheaper rates to owners of its own vehicles, while charging higher fees to all others. Petrol stations do not vary their prices based on what brand of car you drive — and charging networks should not either.

This kind of monopolistic pricing creates barriers to uptake, especially for new entrants in the EV market and for drivers who cannot afford premium brand vehicles. Government regulation should prevent such practices and ensure that all networks operate in a transparent and open-access manner. Policies such as ring fencing, open payment systems, and shared standards should be mandated as a matter of public interest.

d) Measures to ensure the transition of workers from affected industries and industry standards

I support measures that ensure workers in fossil fuel related industries are not left behind. Any policy shift towards electrification or alternative fuels must come with clear and funded plans for worker retraining, upskilling, and job transition support.

Public sector job guarantees or placement programs could also play a role, particularly in regional and remote areas where employment opportunities are more limited.

e) Other Related Matters

The current infrastructure rollout risks entrenching inequality. Right now, EVs are largely taken up by those in middle and upper income brackets who can afford the vehicle, the home charging infrastructure, and the time to research how to best use them. But if we are serious about reducing emissions and encouraging broad adoption, then we need infrastructure that supports renters, those in social housing, people in rural towns, and others who do not have the privilege of owning a detached home with a garage.

Equity must be baked into the rollout, not left to market forces.

I encourage the committee to adopt a people first approach to infrastructure planning. The EV transition is not just about technology — it is about access, fairness, and public confidence. By investing in public charging infrastructure, ensuring fair and open markets, and supporting workers through change, NSW can lead the nation in sustainable and inclusive transport reform.

Thank you for the opportunity to contribute to this inquiry.

Yours sincerely,  
Sandy Free