Submission No 63

INFRASTRUCTURE FOR ELECTRIC AND ALTERNATIVE ENERGY SOURCE VEHICLES IN NSW

Organisation: Hyundai Motor Company Australia

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

Submission by Hyundai Motor Company Australia
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Introduction

Hyundai Motor Company Australia (HMCA) welcomes the opportunity to contribute to the NSW Committee on Transport and Infrastructure's inquiry into infrastructure for electric and alternative energy source vehicles. As a leader in tailpipe-zero-emission vehicle (ZEV) technologies, HMCA is committed to supporting NSW's transition to sustainable transport through our expertise in battery electric vehicles (BEVs) and fuel cell electric vehicles (FCEVs).

Our submission draws on our extensive experience in the Australian market, where we were the sixth-largest automotive brand by sales volume in 2024 (71,664 sales) and second overall when combined with Kia and Genesis (154,853 vehicles). Globally, Hyundai Motor Company (HMC) sold 7.23 million vehicles in 2024, making us the third-largest automotive manufacturer. We aim to be a top three EV automaker by 2030, with a fully electric lineup in Australia by 2040.

HMCA is proud to be a leader in clean transport infrastructure, operating the only site in NSW that features both a hydrogen refuelling station and DC fast-charging facilities. We wish to extend an invitation to members of the committee to visit our Macquarie Park facility to see this infrastructure—and the vehicles that utilise it—first hand.

We address each Term of Reference below, providing actionable recommendations to ensure NSW leads in clean energy infrastructure deployment while supporting equitable access to ZEVs for all communities.

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

HMCA acknowledges the progress NSW has made in rolling out BEV charging infrastructure, but highlights the existing network gaps, particularly for hydrogen FCEVs. As one of Australia's most populous states, NSW must play a leadership role in addressing these shortfalls.

Recommendations for BEV charging:

- NSW should expand co-investment programs for public charging hubs, focusing on DC fast chargers (e.g., 350 kW). We also request performance-based contracts with uptime requirements (e.g., 99% reliability) to address downtime issues.
- Prioritise chargers in regional hubs, along major freight corridors (e.g., Hume Highway), and in urban centres with high-density apartments. Approximately 80% of BEV charging occurs at home, so the NSW Government should provide home charging subsidies, especially for apartment dwellers, and continue to develop innovative solutions like on-street charging using power poles.

FCEV infrastructure needs:

- NSW currently has three hydrogen refuelling stations in operation (two private stations – one located at our corporate headquarters in Macquarie Park and another at Toyota Australia's parts warehouse in Kemps Creek, as well as a semi-public heavy vehicle station at Coregas' facility in Port Kembla). This is insufficient for widespread FCEV adoption with the absence of hydrogen refuelling stations as the main barrier to hydrogen mobility's adoption. The NSW Government should prioritise funding for at least five additional stations by 2030, located in Sydney, Newcastle, and along key regional routes.
- The NSW Government could assist the sector by establishing government-industry consortiums to underwrite refuelling projects. Government fleet commitments, like the Queensland Government's use of five NEXO FCEVs and ACT Government's use of 20, also play an important role in stabilising demand.

Policy support:

- Streamline regulatory approvals for charging and refuelling infrastructure to accelerate deployment
- Develop a statewide ZEV infrastructure strategy to ensure geographical reach and density

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

Hydrogen is a highly viable alternative energy source for freight and heavy vehicles, offering significant advantages in fuel security, rapid refuelling, and long driving ranges. Its high energy density and suitability for heavier applications make it particularly well-suited for long-haul transport and demanding duty cycles where battery electric solutions may be less practical or efficient.

Hydrogen for heavy vehicles:

- HMCA's XCIENT fuel cell truck, set to launch in Australia in mid-2025, is highly suited to freight movements. It has been successfully deployed globally across Asia, Europe, the Middle East and North America. We request the NSW Government support XCIENT trials in the state centred around logistics hubs such as Western Sydney and in regional areas like the Hunter Valley, where hydrogen projects are under development.
- Hydrogen-powered buses, which are also part of our vehicle portfolio, present a practical and scalable solution for delivering zero-emission public transport to regional communities. With fast refuelling times comparable to diesel, these buses can maintain existing service schedules without the need for major operational changes, while helping reduce emissions.

Viability in regional contexts:

- Hydrogen offers fuel security by reducing reliance on international supply chains. This is critical for regional NSW, where fuel supply disruptions can impact communities.
- Challenges include the lack of refuelling infrastructure. NSW must prioritise hydrogen stations along freight routes (e.g., Pacific Highway) to support heavy FCEVs.

BEVs for regional use:

- Expanding DC fast-charging infrastructure across regional NSW is critical to enabling broader adoption of BEVs beyond metropolitan areas. Improved access to reliable, high-speed charging will help reduce range anxiety, support tourism and local economic activity, and ensure regional communities are not left behind in the transition to cleaner transport.

Recommendations:

- Extend EV subsidies to zero-emission trucks to support regional industries transitioning to FCEVs or BEVs. NSW should also pilot hydrogen-powered freight projects. We would be pleased to brief the members of the committee on our activities in this area and the role of government in delivering demonstrations and trials.

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

Utilising existing infrastructure:

- We support the NSW Government activities in repurposing existing infrastructure, such as power poles and lamp posts, for on-street EV charging. This approach maximises existing assets while addressing charging gaps in urban and regional areas.

- For hydrogen, co-locating refuelling stations with existing fuel stations or industrial/logistics hubs can reduce costs and leverage existing networks.

Ensuring a competitive market:

- HMCA supports policies that prevent monopolies in charging and refuelling markets. We recommend a single government-run platform for public charging use and payment to simplify access and foster competition. NSW should ensure that multiple operators can compete while maintaining interoperability (e.g., payment roaming, price transparency per kWh).
- The NSW Government should mandate reliability thresholds (e.g., 99% uptime) and 24/7 helplines for publicly funded chargers to ensure a competitive, consumer-friendly market.

Recommendations:

- Implement UK-style legislation for EV charging, focusing on payment methods, price transparency, and open data software to enhance competition and user experience.

e) Any other related matters

Government fleet leadership:

- NSW should lead by example, expanding its ZEV fleet to include FCEVs and expand the number of BEVs. We note the importance of government fleets in stabilising demand for hydrogen infrastructure projects in particular (e.g., ACT and Queensland examples). NSW can replicate this by deploying passenger and commercial FCEVs in its fleet.

Public education:

- A government-led awareness campaign is critical to drive ZLEV adoption. NSW should educate consumers on EV benefits, charging options, and hydrogen mobility, addressing concerns like range anxiety and infrastructure availability.

Conclusion

HMCA is committed to supporting NSW's transition to electric and alternative energy source vehicles. We urge the Committee to prioritise infrastructure investment, regional viability, competitive markets, and a just transition for workers. Our expertise in BEVs and FCEVs, backed by our global leadership in sustainable mobility, positions us to collaborate with NSW on this transformative journey.

For further discussion, please contact Scott Nargar, Senior Manager of Future Mobility & Government Relations, at [redacted] or [redacted]

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