

**Submission
No 90**

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

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to the inquiry: (firstly please accept this late submission. i was not aware that there was a closing date as the link i was given had no closing date so i thought it was an ongoing process).

my submission: in regards to the electric vehicle situation in australia (the cars are not the problem) however the public charging system is a nightmare. especially for those of us who constantly (for me it is weekly) drive regionally. i have been driving an ev for six years and i thought it would have been solved and sorted by now but it has not improved. there are five major issues. 1. overpricing/price gouging. 2.location/availability/blackspots/etc. 3. chargers not working. 4. chargers not located where they are needed. 5. difficulty accessing and locating chargers and knowing that i will get a charge.

i should add at this point that my submission mainly refers to the fact that: a) i mostly use/ and refer to intermediate chargers (7-22kw) as the fast chargers are a premium service and mostly for people in a rush. b) and when i do use intermediate chargers i refuse to be ripped off by paying more than the going rate of electricity (28-32c per kw). (some private charging companies charge between 40-90 cents per kw -this an outrageous ripoff. and some charge a surcharge between \$1-\$20. why is there no regulation. i have spoken to some Ceos of these companies and they say that the host (motels and shopping centres) can put whatever price they want. so we have to pay it or be stranded -this is extortion). (and why should someone in a large house with a driveway be able to charge their car at the household rate while those of us who don't have that luxury (i can't even charge at home)and (have to drive regionally and have to pay exorbitant prices?). so i am left with limited opportunities to charge without being ripped off.

which brings me to the point of the obvious fact that the private sector (and their profit requirements) are the ones who are mostly wrecking the system. they should never have been involved in the (intermediate) charging system. this is something that the (local) government should have been solely involved in. just like public toilets and footpaths and roads etc -which is a service that local councils are the only authority able to provide -in the same way: local governments are the only ones able to provide ev (intermediate) charging. the private sector not only overcharges us in order to make a profit but they will not locate chargers where they are not profitable -so they are not able and capable to provide a proper service. whereas councils not only have a duty to citizens but they have the resources and staff to maintain a charging/outlet -unlike the private sector which doesn't have the civic responsibility or the resources. allowing the system to currently be reliant on the private sector -that's why there are incredibly large areas that have black spots. i have experienced this issue/nightmare myself when driving regionally and almost being stranded on many occasions. this MUST be addressed and fixed. not only does it impede driving regionally but it is also incredibly stressful and it is also impeding the ev uptake.

i could go on about the terrible charging system but i would like to suggest (and having experienced so much during my regional driving i believe i am fully aware of what is needed) a few solutions: that all local councils install a row (at least six) of Type2 charging outlets (at least) wherever there is a Post Office/police station. this would establish a good location/frequency/network that can be relied upon. these charging points would either be free of cost (because the rfid/app/credit card -payment platform is unreliable and another major impediment to getting a car charged). making the usage free of cost would eliminate this major hurdle. if a council absolutely refuses to allow the chargers to be free of cost then a coin-operated (\$2)(@ approximately 20c per kw rate) system can be deployed -as a coin-operated system doesn't rely on phone/network connectivity. if vandalism/theft were to be an issue then it could be easily solved by lighting and intensive cctv monitoring and/or locating next to a 24/7 police station or 24/7 fuel station. the coin-operated system must be seriously considered as it would almost guarantee a successful charging experience.

in conclusion: if the above suggested 'council run type 2 coin-operated system located in every town' were already implemented then not only would i not be writing this submission but all my regional driving nightmares would be solved. and i believe that it would give new car buyers one less major reason for not buying an ev. because they would have

confidence knowing that they will have a reasonable chance to get a charge anywhere they drive.

please seriously consider this suggestion as it is the most effective and low cost solution. post offices and police stations and 24/7 fuel stations are located in a good matrix across all states. and the coin-operated factor makes it independent and not reliant on phone signal. and the location/intense cctv/bright lighting all combine to make it a safe charging experience. along with having civic minded councils set a fair price as well as maintaining and overseeing the whole process. this would guarantee that the regional charging nightmare is solved.

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