



Policy recommendations for the 2025 Australian Federal election

Introduction

Who: Since 1973 the Australian Electric Vehicle Association (AEVA) has advocated for electric propulsion across the full breadth of the transport sector – bikes, motorcycles and scooters, cars, light commercial vehicles, trucks, buses, trams, trains, boats and aeroplanes. AEVA advocates for a complete transition of Australia’s transport networks to electric drive as quickly as possible. If it moves, it should be moved with electricity.

What: This document sets out Board-approved policy recommendations related to electrification of transport. These recommendations aim to inform candidates for the 2025 Federal government election, and to inform those elected to government. Our recommendations are drawn from a suite of AEVA policies relevant to the Federal context. Our policy recommendations meet the needs of AEVA’s current members who drive, ride, and benefit from electric vehicle technology. These policy recommendations have been crafted with the needs of the Australian public in mind, taking into consideration inclusion; equity; urban and regional needs; light and heavy transport; and public and private transport needs. We also offer advice on current EV-related topics that are gaining attention in the media.

Why: Transport is projected to be the largest source of emissions by 2030. As conveyed by the Climate Change Authority in its 2024 Sector Pathways Review, a range of mature technology options exist for cutting emissions in the transport sector. These include battery electric vehicles, active and public transport, and electrification in other transport modes. These options will need to be taken up quickly to achieve these deep cuts in transport emissions.

AEVA is committed to accelerating the reduction of carbon emissions for Australia’s transport sector through our promotion of the technology, and lived experience of our members. We will continue to advocate for fair, effective, high impact, evidence-based policy solutions.

Our policy recommendations for the Federal election and elected Australian Government

In **Part 1** we provide **AEVA priority policy recommendations** on these national topics:

- Emissions standards and zero-emission vehicle targets for light and heavy vehicles
- Universal mass × distance based road user charging
- Expanding public charging infrastructure
- Ensuring all EV owners are able to charge their EV at their place of residence
- Investing in rail, electric rail infrastructure, and electric heavy haulage

We can provide and explain our fully detailed policy papers on request.

In **Part 2** we provide commentary and **advice on some EV related matters** that are prominent or emerging - our ‘watching briefs.’

Part 1: AEVA high-level policy recommendations

1. Emissions standards for light and heavy vehicles

AEVA's desired outcome: That the whole of Australia's transport sector be zero-emission by 2050, and if possible by 2045.

1.1 AEVA supports the New Vehicle Efficiency Standard (NVES) for manufacturers of passenger and light commercial vehicles, but remains concerned the scheme is at risk of being weakened. The scheme should operate with no exemptions, and ideally be expanded to include all road-going **light vehicles**. All new vehicles should be zero emission in operation by 2035. Our recommended trajectories from 2029 to 2035 are 58g CO₂-e/km down to 0g CO₂-e/km for passenger vehicles and 81g CO₂-e/km down to 0g CO₂-e/km for light commercial vehicles.

1.2 The AEVA supports mandatory emissions standards for road-going **heavy vehicles** (>4.5 tons GVM) of 56g CO₂-e/t•km from 2025. This standard should be tightened by 2.5 g CO₂-e/t•km annually (increasing to 3.0 g after 2035) until all new heavy vehicles sold are zero-emission in operation.

1.3 AEVA recommends that plug-in hybrid vehicles should meet the following criteria to be eligible to be considered a true plug-in vehicle: (1) electric-only range of *at least* 50 km, (2) DC charging capable of *at least* 50 kW, and (3) electric motor power *greater* than the power of the internal combustion engine (ICE). This is to ensure integrity in the schemes which aim to fully decarbonise road transport.

2. Universal, mass × distance-based road user charging

AEVA's desired outcome: To ensure that *if* a road user charge is introduced, it must be universal, mass-multiplied, and not penalise zero-emissions vehicles.

2.1 AEVA would support a Commonwealth-led, state-administered, **universal**, mass × distance road user charge (RUC) to eventually replace fuel excise. The fuel excise should remain in place as an effective pollution tax in the meantime.

2.2 The eventual removal of fuel excise will also require the fuel tax credit scheme to be closed down, as the universal mass × distance RUC already accounts for on-road use.

3. Expanding public charging infrastructure

AEVA's desired outcome: That there is a well-planned, reliable network of public charging infrastructure in place which enables EV drivers to charge conveniently and safely.

3.1 AEVA recommends that, where governments provide financial assistance to install charging infrastructure, contractual agreements should mandate specific and enforced service level guarantees.

3.2 AEVA supports the ongoing roll-out of low, medium and high-speed charging infrastructure where appropriate, and supports continued government support for such installations.

4. Right to Charge

AEVA's desired outcome: That a body corporate managing strata or multi-owner residences cannot unreasonably prevent an EV owner from installing and/or using an EV charge point at that property.

4.1 AEVA wishes to see robust, harmonised state and territory legislation, facilitated by the Federal Government that ensures all EV drivers and riders can charge their EV at their place of residence. Efforts to invoke fire safety as grounds for refusal are not supported by the evidence available. The

Australasian Fire and Emergency Services Authorities Council (AFAC) published a paper¹ in response to the increased number of EVs, backing the work of EV Fire Safe² indicating EVs are extremely low risk.

4.2 AEVA supports the adoption of standards and procedures that will strengthen the safety of first responders and other people in such events, while also opposing unnecessarily onerous regulations which effectively hinder the pace of installation of charging equipment, or the adoption of EVs, *including* e-bikes and e-scooters.

5. Electric heavy haulage; rail and road freight

AEVA's desired outcome: That Australia's transport system is upgraded to enable efficient and effective heavy haulage by an integrated system of rail, electrified rail, and electric trucks that suits Australia's geography.

5.1 AEVA recommends a very significant investment in Australia's interstate rail infrastructure, including improved alignments, dual tracking, intermodal facilities, and a plan for overhead electrification of key interstate corridors by 2050.

5.2 AEVA recommends investment in multi-megawatt scale charging infrastructure for electric heavy goods vehicles. Grid connections to these charging stations must be upgraded, with supply bolstered using renewable energy and storage technologies.

Part 2: AEVA's advice on current EV-related matters-our 'watching briefs'

1. Chinese-made EVs, privacy and digital security

There have been concerns raised by some parties about the potential security risks of data collected by some EVs. A recent CHOICE investigation revealed the extent to which connected cars may compromise privacy of personal data. According to the MTAA, 16% of vehicles sold in Australia were from China in 2023. Popular EVs from BYD, MG and Geely are Chinese-made, and Tesla and Polestar have Chinese factories.

What is AEVA's position on security and privacy risks with connected vehicles?

All connected products are vulnerable to hacking, not just those made in particular countries. The AEVA does not have a position on national security concerns with particular countries' products.

Chinese made EVs are an increasingly vital part of Australia's EV transition and AEVA fully supports their continued availability in our market. That availability means that Australia is now close to purchase price parity between equivalent ICE³ models and EV models.

The AEVA advocates that the Australian Government should:

- Avoid taking an Australia-specific approach to addressing security risks of connected cars
- Consider security standards as part of the Australian Design Requirements.
- Consider requirements such as third-party security certifications, including making these available to consumers
- Reject additional restrictions (such as tariffs) on the import of Chinese made EVs.

¹ Australasian Fire and Emergency Service Authorities Council (2022) Electric Vehicles (EV) and EV charging equipment within the built environment (AFAC Publication No. 3098). AFAC, Melbourne, Australia.

² <https://www.evfiresafe.com/>

³ ICE=internal combustion engine vehicle with diesel or petrol providing the energy source

2. Harmonising regulations around EV importation into Australia

Australian legislation currently allows parallel or “grey” importation of specialist and enthusiast vehicles. These may be new or used vehicles which have never been offered in Australia for general sale, but are widely available elsewhere in the world. This scheme has allowed EVs not normally sold in Australia to be imported at the buyer’s cost.

While new EVs models offered through regular channels are now highly competitive, many small EVs, particularly ‘micro cars’ and motorcycles available throughout Asia are very difficult to bring into Australia. Moreover, most local divisions of the parent manufacturer won’t offer any technical or repair support for these vehicles.

This is in part due to Australian Design Rule (ADR) compliance, and complex regulations allowing their consideration. AEVA believes that the need to electrify private transport is a top priority.

The AEVA advocates that the Australian Government should seek to:

- Harmonise, simplify and standardise the processes for importing otherwise safe and reliable electric cars and motorcycles into Australia.
- Compliance with ADRs should be streamlined to ensure a high, internationally accepted standard is observed, providing importers with certainty that the vehicle they are bringing in is both safe and fit for purpose.