PUBLIC EV CHARGING INFRASTRUCTURE IN THE ACT
KEY RECOMMENDATIONS OF THE
ACT BRANCH OF THE AUSTRALIAN ELECTRIC VEHICLE ASSOCIATION
VERSION: 27 FEBRUARY 2026

INTRODUCTION

This statement is a revised version of statements issued previously by the Australian Electric Vehicle Association (AEVA) ACT Branch since January 2021.

PRINCIPLES

These recommendations are based on two key principles for public charging infrastructure:

1. EV charging infrastructure requires three classes of charging facilities to cater for different situations. They are (i) slow, private home and workplace charging, (ii) slow- to medium-speed destination charging at locations such as hotels, caravan parks, shopping centres and tourist destinations, and (iii) public fast charging stations as found at highway service centres.
2. Site selection must consider the typical dwell time at that location. Sites such as shopping centres, park and rides, and tourist destinations can provide slower charging suited to the duration of a typical stay, whereas locations catering to long-distance travellers should provide very fast charging.

KEY RECOMMENDATIONS

[1] There should be a mix of DC fast charging (50kW+) and slower type 2 (IEC 62196-2) AC charging (typically 7-11kW). Intermediate speeds such as 25kW DC could be considered. Some locations will be most appropriate for fewer, expensive, DC chargers while other locations would favour a much larger number of cheaper, slower AC charging points.
[2] Public charging infrastructure must be inclusive for all and be fully accessible to people with a disability. In lieu of an Australian Standard, the Royal Automobile Association of South Australia (RAA) *Design Guidelines for Accessible EV Charging Stations* should be adopted in the interim. Key requirements include:

- providing circulation space along one side and the front of **one** accessible charging bay per station;
- not using wheel stops in accessible charging bays;
- thoughtful placement of bollards to protect chargers but not restrict access; and
- signage (“Priority Bay Use Last”) to keep accessible charging bays available to those who need them.

[3] Sites should have signs giving directions to the chargers, be well lit, and be located in populated areas to improve safety.
[4] Charging points should be located near amenities such as toilets and food outlets.
[5] Each of the seven Canberra town centres (North Canberra/Civic, South Canberra, Woden, Belconnen, Weston Creek/Molonglo, Tuggeranong and Gungahlin) should have at least 12 DC fast charging plugs, distributed across several sites to provide geographic coverage and resilience in the event of a power outage. **Weston Creek/Molonglo and Belconnen do not currently meet this recommended requirement.**

[6] All DC fast chargers should support the CCS2 standard. New chargers supporting CHAdeMO are not required, but existing CHAdeMO chargers must be maintained for the time being to support legacy vehicles.
[7] There should be at least eight public fast DC charging plugs and multiple AC charging points in the zone bounded by the National Library of Australia, the National Gallery of Australia, and Parliament House.
[8] Type 2 AC charging points should be provided at major shopping centres and popular entertainment and restaurant precincts, with multiple charging points at each location.
[9] 'Park and Ride' and other long-stay car parks are also ideal locations for large banks of AC charging points. Slower charging does not matter if a vehicle is parked for many hours; it is better to have plenty of charging points.

- A limited available supply capacity at a site (say 150kW) would not preclude installing, say, fifty 7kW AC load-balanced charging points. With every charging point in use, each would provide only 3kW, but they would provide a vehicle with 7kW when 20 or fewer (of the 50) are in use.
- Slow charging through the day would provide a means to absorb nearby solar generation. It would be even better if the car park includes a solar PV canopy.
- Park and Ride locations could also feature demand management, being slowed at times of high demand on the electricity grid. A useful top-up charge of 12kWh in an 8-hour period could be guaranteed. This would be provided if the EVSEs were turned down to the minimum charge rate of 6A (1.5kW).

[10] Canberra hotels, motels, caravan parks and other accommodation providers should provide parking spaces that support overnight charging by guests, preferably via type 2 charging points but even trickle charging on ordinary 10A or 15A power points using the driver's portable charge cord is sufficient. See AEVA's Destination Charging Guide.

- This will reduce demand on public charging, particularly in high demand periods.
- 7kW EVSEs are enough to ensure almost any EV can be recharged overnight.
- Even an ordinary 10A power point can add 150 km of range overnight.

[11] DC fast chargers should be installed on major routes into Canberra.
[12] It should be possible for drivers to pay for charging using only a credit card.
[13] Charge point operators must demonstrate 98% uptime[1] and prompt restoration.
[14] The pricing model should discourage leaving vehicles sitting idle at DC chargers. This may not be appropriate at AC charging sites.
[15] Type 2 AC charging points could use tethered cables with plugs or require 'bring your own' (BYO) cables, perhaps depending on the location.

- The former are more convenient for the majority of cars but the plug and cable are more susceptible to damage or vandalism.
- Public AC charging points provide an alternative public charging solution for drivers of older vehicles with type 1 sockets such as the Nissan LEAF who are losing access to public CHAdeMO charging plugs.
- (Continued next page)

[1] As calculated in the DCCEEW Minimum Operating Standards.

- EV drivers should carry a BYO cable with the appropriate type 1 or type 2 plug for their vehicle to enable them to use charging points that require a BYO cable. Cars generally have an option to keep the cable locked when charging ceases to prevent theft of the cable.

CONTACT DETAILS

These recommendations were prepared by the ACT Branch of the Australian Electric Vehicle Association (AEVA).

It is available from our website at https://act.aeva.asn.au/
Please address any responses or questions to:
Secretary, AEVA ACT Branch
secretary@act.aeva.asn.au