FOI ref: NCP 18

IN CONFIDENCE

5 Pillars Inquiry

Electric Vehicle Council

Who	• s 47F (Senior Policy Officer, heavy vehicles) • s 47F (CEO) (possible attendee) • s 47F (Policy lead) • s 47F (Senior Policy Office, fleet / light vehicles)
When	Monday 1 September 2025 11:00am-11:45am
Format	Virtual
Physical location	NA
Dial-in details	Join the meeting now Meeting ID: s 22 (1)(a)(ii) Passcode: s 22 (1)(a)(ii)
External contact	s 47F s 47F @evc.org.au
Internal attendees	Martin, Barry (not yet accepted), Lou, s 22
Briefing prepared by	s 22
Meeting notes by	s 22
Relevant pillar/s	P5
Follow-ups	

Briefing

The **Electric Vehicle Council** (EVC) is the peak national body representing electric vehicles in Australia. Their work is particularly aimed at increasing certainty for investment through policy, knowledge sharing and education.

s 47F is a Senior Policy Officer at the Electric Vehicle Council responsible for heavy vehicles. Previously, he has worked for Climateworks and the Department of Infrastructure, Transport, Cities and Regional Development.

s 47F (who s 47F indicated he may invite) is the CEO of the Electric Vehicle Council. Previously, she worked for AusGrid, Allianz Australia and AGL in communications.

The EVC reached out to us after our public webinar to organise this meeting and discuss our interim report.

The EVC responded to our questionnaire. In their response, they argued that:

- the cost of abatement will necessarily be higher due to the lack of action until recently, and short-term supply and demand support should not be ruled out on a short-term cost-effectiveness measure
- some existing mechanisms – e.g. tax incentives – encourage private investment in petrol/diesel vehicles
- Australia uses unrealistic test cycles for measuring fuel efficiency, which means the emissions produced by existing technologies are underestimated
- demand side incentives are important to reduce upfront costs, including the FBT exemption
- the biggest barrier to heavy EVs is high depreciation rates and low resale value in the nascent Australian market.

The EVC has recently supported road user charges but argued they should reduce incentives to use electric vehicles. They also responded to our interim report, saying that they welcomed our recommendation to incentivise reduction in heavy vehicles but that we should not scrap the FBT exemption for EVs.

Topics for discussion/questions

In our interim report, we suggested different options to reduce emissions in heavy vehicles:

- include a carbon component in a future RUC
- apply the Safeguard Mechanism to fuel wholesalers
- increase the rate of fuel excise
- introduce a targeted policy for low-carbon liquid fuels, and
- introduce a targeted policy for low-emissions vehicles.

What are your views on the different options we suggested?

CONFIDENTIAL – MEETING NOTES & TRANSCRIPT

Meeting notes

s 45 Material obtained in confidence