



# Kick-starting the EV revolution

## The Greens' plan to get Australia's electric vehicle future on track

Australians should have the opportunity to be part of the global electric vehicle revolution. The Greens have a plan to drive the rapid phase-in of electric vehicles, bringing more clean cars to the market and making them more affordable for all.

We need leadership and action to kick-start the EV revolution. The Turnbull government is leaving Australia behind, beholden to vested interests and their old technologies.

Australia needs to embrace new, clean technology to solve climate change and drive investments and jobs in the new economy. We need to build a sustainable economy.

The Greens want to see real action to get more electric vehicles on the road in Australia, to reduce our reliance on polluting fossil-fuel powered cars and to meet our climate commitments.

### > 100% PHASE-IN OF ELECTRIC VEHICLES BY 2030

Countries around the world have begun announcing phase out dates for new sales of internal combustion engine cars, including:

- Norway (2025)
- The Netherlands (2030)
- India (2030)
- United Kingdom (2040)
- France (2040)

The Greens propose joining the Netherlands and India by creating a deadline of 100% of new car sales being Zero Emission Vehicles by 2030.

It is clear that if Australia is serious about the climate commitments that we made at Paris, to play our part in keeping global warming to less than two degrees and zero-net emissions by 2050 we must transform the transportation sector.

Research done by the Parliamentary Library shows that the average car stays on the road for approximately 18-20 years. This would mean that any new car sold after 2030 is likely to continue polluting beyond 2050. A 2030 phase in date is what the climate science demands.

### > OUR PLAN TO KICK-START THE EV REVOLUTION

The Greens are proposing a suite of mechanisms to apply until 2022 which will kick-start the transition.

#### **Introduce strong light vehicle emissions standards**

It's critical that Australia catches up with the rest of the world and implements a stringent standard for light vehicle emissions, to drive down transport pollution and propel manufacturers to bring cleaner cars to our market.

The Government's own Ministerial Forum on Vehicle Emissions has proposed a mandatory fuel efficiency standard of 105g CO<sub>2</sub>/km by 2025 as best value option.

The Greens propose a 105g CO<sub>2</sub>/km standard by 2022, with a three year phase in from 2020-2022. We don't believe the rationale exists to delay implementation of this measure until 2025 when the supply chains and vehicles already exist to meet this standard and only need to be redirected to Australian markets.

Strong vehicle emission standards will incentivise manufacturers to bring their EV models to Australia and prioritise their sale, and encourage greater uptake of more efficient petrol and diesel vehicles.

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## **Implement an electric vehicle sales requirement for manufacturers selling vehicles in Australia**

Another key driver for increasing EV sales is to require all major light vehicle manufacturers to have an increasing proportion of their annual sales of light vehicles to be either Battery Electric, Plug-In Hybrid Electric, Fuel Cell or other zero emissions vehicles. Similar policies already exist in China and in California.

The Greens propose annual targets of 2% by 2020, 5% by 2021 and 10% by 2022. This ramp up rate approximates the change in EV sales in Norway between 2012-2014, which we believe demonstrates what is possible with a comprehensive EV package and strong government ambition.

Such a scheme would be administered by the Clean Energy Regulator, who would look at the total number of new light vehicle sales by each major manufacturer and then require them to submit credits equal in value to their EV target number for that year. Failure to submit sufficient credits would come with a large penalty, one sufficient to incentivise compliance with the mandate.

These credits could in turn be traded between companies who have more ambitious EV sales percentages (and therefore produce more credits) and companies who don't sell enough EV models to meet their target.

## **Adjust taxes and levies to make electric vehicles more affordable, and to reduce the price differential**

The Greens have identified a number of taxes and levies along the light vehicle supply chain that could be removed selectively for zero emissions vehicles to make them comparatively more affordable.

This would include removing the following costs, taxes and levies on all new electric, plug-in hybrid and other zero emission vehicles:

- import tariffs (a 5% tariff on all new vehicle sales from countries without existing free trade agreements)
- GST (a 10% tax on all new vehicle sales)
- Stamp and registration duty (an up to 6.5% levy on all new vehicle sales that varies depending on the state or territory)

- registration fees for the first 3 years of vehicle ownership (an annual cost of between \$500-\$1000 per year depending on the State or Territory)

Collectively these measures could reduce the total cost of a new zero emissions vehicle by up to 20%, and provide three years of free registration costs.

To pay for these purchase incentives for electric vehicles we would introduce a 17% luxury fossil fuel car tax on the value of all fossil fuel light vehicles over \$65,000 for the next four years.

This would operate in parallel with the existing 33% luxury car tax, and would apply to all light vehicles that are not Battery Electric, Plug-In Hybrid Electric, Fuel Cell or other zero emission vehicles and that meet the cost threshold.

This tax would only apply to the value of the vehicle above \$65000. For example, previously a new inefficient \$75000 fossil fuel vehicle would attract a luxury car tax of approximately \$3333, but would now attract a luxury car tax of approximately \$5000.

## **Boost public fast charging infrastructure**

The Greens would establish a \$151 million fund which would be used to provide grants for the installation of public EV charging infrastructure. We would prioritise this funding towards fast charging stations that allow drivers to get to 80% charge within approximately 15-30 minutes.

Under this program the Commonwealth would make matched contributions of up to an amount of \$45,000 per station, which could support the installation of over 3,000 charging stations across Australia.