

Unlocking Affordable EV Charging for All Australians

AEMC Public Forum – 18 August 2026

THE PROBLEM

**In 2026,
Australia's
charging gap
is still holding
back EV uptake**

*Australia is caught in a cycle
where chargers wait for drivers
and drivers wait for chargers.*

That cycle won't break itself.

45



EVs per public charger
in **Australia**

11



Global average EVs
per public charger

Top barriers to EV adoption in Australia

59%

Purchase
cost

54%

Limited driving
range

51%

Lack of public charging

48%

No access to charging at
home

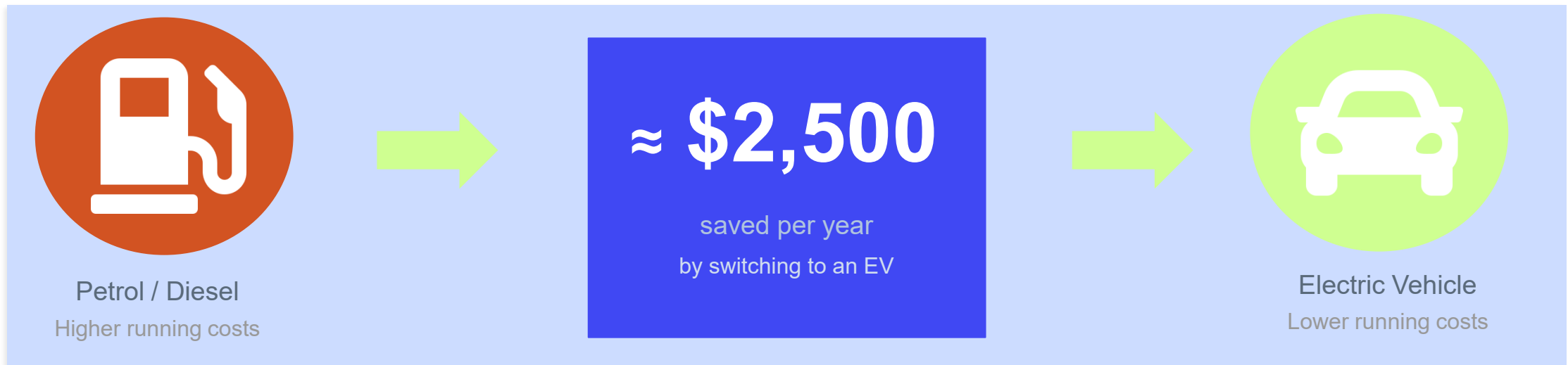


THE STAKES

Without action, many Australians will miss out on EV savings

EVs can save households thousands each year, but those savings remain out of reach for drivers without access to home charging, such as renters and apartment residents.

Without action on charging, we risk deepening energy inequality while slowing EV uptake and delaying broader system benefits.



Better use of the grid can benefit all consumers



HOW THE MODEL WORKS

1

Distributors provide the infrastructure

Install, own and maintain kerbside EV chargers on existing power poles as a regulated service



2

Investment and cost recovery remain subject to AER scrutiny

Expenditure and cost recovery remain subject to the AER's existing regulatory framework

3

Charging providers compete at the socket

Open access means multiple providers can use the infrastructure to offer charging services and compete for customers



4

Customers choose their provider

Drivers choose their preferred charging service provider or retailer



WHY THIS MODEL

Fairer & more affordable: Using existing network assets can deliver fairer, faster and lower-cost kerbside charging.



Lower cost

Can reduce infrastructure costs by leveraging scale of existing poles and workforce



Faster deployment

Up to 40 chargers per week per distributor using established infrastructure and crews



More competition

Open access drives multiple retailers competing at every charge point, supporting price competition & driving innovation in service offerings



Fairer access

Give access to regional and remote customers, not just high-profit, urban areas – tackling the ‘chicken and egg’ problem for all customers

Better reliability and less disruption – Built on existing reliable network infrastructure, reducing disruption



ENA's rule change at a glance

Service classification

Creates a Distribution EVCI Service as a direct control service option, under the NER, giving regulatory certainty without mandating rollout

AER oversight preserved

The AER retains discretion on cost-recovery mechanism (standard or alternative control service, SCS or ACS) and full scrutiny of expenditure through the revenue determination process

Deployment strategy required

Each DNSP must publish a Distribution EVCI Deployment Strategy covering rollout, open access arrangements and stakeholder engagement

Transitional reopener

Allows DNSPs to seek reopening of current determinations so deployment can start before the next reset cycle



Addressing the main concerns

Maintaining competition and limiting the network role

The scope is narrow - targeted infrastructure role for a specific gap in public kerbside EVCI availability; existing poles, kerbside charging, no fast chargers, and AER scrutiny of expenditure remain. Competitive forces remain in customer-facing charging services.

Managing customer-cost and equity impacts

SCS not mandated, funding could include ACS, user charges or government co-funding. Cost recovery remains subject to regulatory approval, with wider benefits from improved EV access/adoption and more efficient use of the existing grid.

Demonstrating the need for regulated provision

Australia's public charging availability lags comparable markets, and kerbside deployment has largely depended on government support. Where private investment does not support sufficient local charging density, a targeted regulated network role can fill the gap

Ensuring accountable deployment decisions

DNSPs must publish a Deployment Strategy, including stakeholder engagement with customers and local government on planned deployment. Forecast expenditure remains subject to AER scrutiny through the revenue process.

Providing for transition as markets mature

EVCI rollout is not mandated. Expenditure is subject to regulatory scrutiny by the AER. The AEMC's rule change process can consider review mechanisms

