

Moreland's achievements on ZEVs

Moreland City Council is recognised as a leader in encouraging the uptake of zero-emissions vehicles and the creation and promotion of zero emissions transportation pathways.

Council is pleased to provide this submission to the Victorian Government following successful involvement in previous zero emissions vehicle programs with government.

This also complements our:

- witness statement to the Victorian Governments parliamentary enquiry into electric vehicles (November 2017)
- Submission to the Victorian Zero Emissions Roadmap (February 2020)
- Letter to State Treasurer on the proposed road usage tax on electric vehicles (January 2021)
- Submission to Infrastructure Victoria's draft 30-year strategy (February 2021)

Council is encouraged by the Victorian Government's interest in zero emissions transportation as part of the transition away from emissions-intensive energy sources to a cleaner, modern energy system.

Council's commitment to transitioning our community to Zero Carbon by 2040 is outlined in our *Zero Carbon Moreland – 2040 Framework* endorsed by Council in 2018. The framework includes the key strategic direction of a transition to active or zero emissions transport by 2040.

Moreland is proud of its record of developing and delivering innovative initiatives that help lead the way for the local government sector in Victoria and across Australia.

Moreland trialled its first ZEV in 2012, as part of a trial run by the Victoria Government. In 2013, Moreland purchased its first ZEV and installed Victoria's first fast charger (50kW). This was only the second such fast charger installed in Australia.

Following involvement in the Victorian Governments EV trial, initiating several feasibility studies, trials and reviews, Council adopted a new Light Vehicle Policy in 2018. This mandates the purchase of zero emissions vehicles in the first instance during vehicle procurement. This policy imposes a stage gate process on vehicle procurement. A new vehicle must:

- Be fit for purpose
- Meet minimum safety requirements (5-star ANCAP for passenger and 4-star for light commercial)
- Be zero emissions - if an entry-level zero emissions vehicle is available it must be purchased irrespective of purchase price
- If a ZEV is not available, Council preferences vehicles $\leq 100\text{gCO}_2\text{e/km}$, or lowest CO₂ emissions at time of purchase for light commercial
- No diesel-powered passenger vehicles are to be considered

An excerpt of the fleet policy is included in Appendix A.

The fleet policy set a path to a gradual transition to zero emissions Fleet operations. Council is integrating electric vehicles into its own fleet operations to reduce its carbon emissions and operational costs. Council also sees this a leadership initiative to encourage other LGA's and community organisations.

Moreland manages a light vehicle fleet of 147 vehicles, including cars, vans, utility vehicles and small buses. We now have 26 electric vehicles in our fleet, and more will be introduced over the next few years. Council currently owns 26 ZEVs, including 19 x Hyundai Ioniq's, 3 x Renault Kangoo's, 3 x Nissan Leaf's, 1 x Cushman Havler.

Heavy Fleet

Moreland is conscious of the emissions associated with our heavy vehicle fleet, which accounts for over a quarter of our 2019/20 corporate carbon footprint. Significant work was carried out in 2017, in collaboration with the Victoria Government, to investigate whether the heavy fleet could be converted to hydrogen ([link](#)). This project did not proceed as commercial terms could not be agreed with the project partner, but hydrogen remains a key area of interest. Council is also currently considering whether it may in the future purchase electric buses, tipper trucks and refrigerated vans.

In 2016 Council began investigating options for renewable Hydrogen generation to provide a zero-emissions transport fuel for its commercial vehicle fleet. Moreland then participated in a trial of hydrogen fuel cell electric vehicles with Toyota Australia. The purpose of the trial was to demonstrate Council's support for hydrogen fuel cell technology in the zero-emissions transport space.

Council sees battery electric and fuel cell (Hydrogen) electric vehicles filling specific roles in a zero-emissions transport future and supports them as equally important technologies for transition away from fossil fuel derived transport options. Council considers that a zero-emissions transport future will likely see Battery Electric Vehicles fill much of the personal transport space, and Fuel Cell Electric Vehicles much of the commercial and public transport space.

Moreland's Charging Network

Both to support Council's own fleet of ZEVs and to encourage take-up of ZEVs by our community, Moreland has developed a network of sixteen chargers, including four 50kW fast chargers. The charging network is owned and operated by Council. It provides community members who have an electric car with free use of these charging stations, to encourage wider uptake of zero emissions modes of transport.

Five of Council's chargers are reserved for Council vehicles, and these can charge nine vehicles simultaneously. This provides approximately one charging spot for every two ZEVs in the Council fleet. Eleven chargers are open to the public and these can charge fourteen cars simultaneously. The most used charging hub is Brunswick Electric Vehicle (EV) hub, which is composed of two 50kW chargers and one 7kW charger. In April 2021, Brunswick EV hub saw the most sessions of any hub on the Chargefox Australian charging network ([link](#)). In July 2021, Moreland saw 1,378 charging sessions across our charging network.

To support the uptake of EVs, all electricity provided at Council's charging stations is zero-carbon, sourced from the Crowlands Windfarm in North West Victoria under the Melbourne Renewable Energy Project (MREP).

Moreland's charging network will continue to grow. Under Moreland's Sustainable Buildings Policy ([link](#)), large council construction or refurbishment projects are required to provide

dedicated parking for electric vehicles as well as associated charging infrastructure. For example, two charging spots will be provided at the new Glenroy Community Hub. Moreland is also investigating whether to install additional fast chargers, either owned by Council or provided through alternative commercial arrangements.

Achieving Zero Carbon within the Planning Scheme – ZEV Readiness

In 2018, Moreland resolved to pursue initiatives to develop and incorporate zero carbon standards within the Moreland Planning Scheme. Achieving Zero Carbon within the Planning Scheme aims to support Moreland City Council's Zero Carbon 2040 Framework and Action Plan, and to deliver Council's statutory climate change pledge made under the Climate Change Act 2017 (Vic). Thirty councils and the Council Alliance for a Sustainable Built Environment (CASBE) have now joined the initiative to develop resilient, zero-carbon buildings and urban places via the Elevating Environmentally Sustainable Development (ESD) Targets Planning Policy Amendment Project.

Through the actions of local government and CASBE, the Elevating ESD Targets Planning Policy Amendment Project includes a revised set of standards that mandates renewable energy uptake. The project also strongly encourages electrification and gas-free development practices. This has included provision of electric vehicle infrastructure in new developments. Moreland's guidance notes, prescriptive requirements and detailed supporting technical studies and case studies can be found at [Zero Carbon Planning - Zero Carbon Moreland \(morelandzerocarbon.org.au\)](http://Zero Carbon Planning - Zero Carbon Moreland (morelandzerocarbon.org.au)). *Moreland Zero Carbon Development Guidelines - Electric Vehicle Infrastructure* is attached to this submission. This document assists with incorporating EV infrastructure into the design of new development.

We strongly encourage the State Government to include mandatory ZEV infrastructure provisions as part of the State Planning Policy (as articulated the Victoria Government Environmentally Sustainable Development (ESD) Roadmap (released January 2021) and in recommendations to the Australian Building Code Board consultation on the National Construction Code 2022.

Throughout our zero-emissions transport journey Moreland has gathered valuable information and learnings and would like to offer our key insights below.

Recommendations and observations

ZEV ownership

- **Cost:** Upfront cost is a key barrier to the purchase of ZEVs. The subsidies announced as part of the Victorian ZEV Roadmap are welcome and should be continued.
- **Leadership and Industry Development:** It is important that Victorian Government vehicle fleet transition to ZEVs as quickly as possible. This will improve the visibility of ZEVs, encourage industry development and in the medium-term will reduce prices by encouraging the second-hand market.
- **Road Usage Tax:** Moreland wrote to the Treasurer Tim Pallas in January 2021 outlining our opposition to the imposition of a road usage tax on electric vehicles (EVs) without broader policy reform around sustainable transport and road funding. A comprehensive transport emissions strategy needs to recognise Victoria's climate commitments and the central role of electric vehicles in the transition away from fossil fuels. Such a strategy should promote alternatives to cars, take into account the damaging impacts of heavy vehicles on roads, health and climate, and incentivise zero and low emissions vehicles.
- **Incentives and tax:**
 - ZEVs can also be encouraged through a range of initiatives, including reduced fees on toll roads, ferries and public parking; increasing taxes on high-emissions vehicles; access to bus lanes; exemption from GST.
 - State Government should also advocate for the removal of Fringe Benefits Tax (FBT) applied to vehicles when EVs are chosen for business use
- **Policy:** Organisations will need to update their fleet policies to prioritise ZEVs. Fleet policies are not always publicly available, which makes it more difficult to learn from leading organisations. It would be useful to publish case studies of organisations with large ZEV fleets, along with excerpts from their fleet policies
- **Standards:** The establishment of Vehicle Emissions Standards would improve the emissions of internal combustion engines and encourage uptake of ZEVs.

ZEV chargers

- **Statewide Network Charging Strategy:** The Victorian Government's program of installing public chargers is welcome, and should be continued and expanded. Moreland would like to see a Statewide Network Charging Strategy and implementation plan developed. Such a plan would ensure a strategic approach to the rollout of charging, give clear direction to industry, local governments and business and the wider community and avoid duplication or competing service provision. The plan would also allow electricity distribution businesses to understand future potential and address network constraints in advance.
- **Share Knowledge and Technical Specifications:** Local governments are interested in encouraging ZEVs by installing chargers, however many lack experience in this space. It would be helpful if assistance was offered to councils on location selection, required electrical infrastructure, negotiating with electrical distributors, selection of charger model and charging speed. This could be in the form of technical specifications, guides, videos etc. For example, Moreland's experience shows that public 7kW chargers tend to see low usage. Where toolkits or supporting information already exist (such as the Local Government Resource

Pack – Electric Vehicle Council, December 2020), these could be more widely promoted.

- **Standardised Connectors:** The Victorian Government should mandate a standardised charging connector for use across Victoria. This would ensure equity of access to charging infrastructure that is not dependent on car model. While manufacturers appear to be settling on Type 2 connectors, a mandate would help lock this in.
- **New Business Models:** Commercial entities are active in this space, but relatively new market entrants are offering to install and manage chargers in exchange for advertising space and peppercorn rents. Without clear incentives and confidence built on experience, many local governments are cautious about exploring these opportunities with new market entrants. Publication of case studies and recommendations on best practice would be useful.
- **Zero Emission Vehicle Readiness:** We strongly encourage the State Government to include mandatory ZEV infrastructure provisions as part of the State Planning Policy (as articulated in the Victoria Government Environmentally Sustainable Development (ESD) Roadmap (released January 2021) and in recommendations to the Australian Building Code Board consultation on the National Construction Code 2022.
- **On-street Charging:** Moreland would encourage the Expert Panel to assess the role and viability of 'on-street' charging. The kerbside charging trial initiated by City of Port Phillip ([link](#), 1 September 2021) is one such approach for residents without off-street parking. It is an innovative approach and we are keen to understand how universal and scalable the proposed solution is.
- **Car Share Schemes:** Car-share schemes have the potential to reduce the environmental impacts of car ownership, while still providing accessible personal transport. While the price of ZEVs is a key barrier for the car-share companies, so is the charging infrastructure. If car-share parking spots could be located near public charging stations, this would fully leverage the benefits of both approaches. Encouragement of car-share companies to explore ZEVs would be very welcome. Moreland trialled electric car share schemes through Go-Get in 2013, and would encourage State Governments to provide wider support and incentives for car-share companies.

Information and guidance, monitoring and reporting

- **Transition government fleet to all electric:** Publicity campaigns should present the benefits of ZEVs, including lower fuel costs, maintenance costs, air pollution, carbon emissions and noise. Such a campaign would be supported by transitioning the Victorian Government fleet to ZEVs, using its purchasing power to encourage investment in the industry.
- **Community awareness:** Deliver a broad community awareness and education campaign including myth-busting approach to address concerns around range, charging technology, battery life and reuse to support uptake of EVs.
- **Cost of Charging at home:** A concern for fleet managers is how to respond when an employee drives a fleet ZEV home and charges there. It is unclear how the cost should be measured and although it is not the responsibility of State Government to develop guidance on this point, the uncertainty is a minor barrier to EV uptake in corporate fleets.

- **Council Fleet:** Council's Fleet team consider that maintenance costs for ZEVs are significantly lower than for internal combustion engines, which could be an added incentive for purchase of ZEVs. It would be useful if these savings could be estimated across all council/business fleets and published by a respected source.
- **Uptake of ZEV:** It is important for local governments to understand how many ZEVs are registered in each postcode or at least at a local government area level. Currently the only source for this information is the Motor Vehicles Census, provided by the Australian Bureau of Statistics, however we understand that this is the last year the data will be published. The Victorian Government should continue to collect this data, and release it free of charge.
- **Accountability for 50% ZEV Target:** In line with the above recommendation, the Victorian Government should make it clear which department is responsible for the 50% ZEV target, define what is meant by 'light vehicles', publish annual updates on progress towards this target, and provide modelling on the actions taken to meet the target.

Appendix A: Excerpt of Moreland City Council's Light Vehicle Policy (2018)

NOTE: This policy prioritises the purchase of entry level zero emissions vehicles in the first instance irrespective of vehicle value during procurement.

Represented in the priority order of fuel options below, options 3 and 4 will not be chosen over options 1 and 2 where a zero emissions vehicle has been deemed 'Fit for Purpose' and meeting 'Safety' requirements because options 3 and 4 have a lower purchase price.

It will be the responsibility of the Fleet Coordinator in consultation with the Fleet Review Committee to ensure compliance with this initiative.

Fleet Vehicle Evaluation Criteria (in order of priority)

1. Fit for Purpose (Mandatory)

Choose the smallest or lowest mass vehicle available capable of delivering the required application for Council business

2. Safety (Mandatory)

ANCAP/NCAP 5 minimum for passenger vehicles and ANCAP/NCAP 4 minimum for LCV - (safety rating below ANCAP/NCAP rating for each category is an instant disqualification from consideration)

3. Environmental Performance (Mandatory)

Environmental factor relating to CO₂ and other greenhouse gas and pollutant emissions:

1. Zero Emissions Vehicle (ZEV) PRIORITY CONSIDERATION (see note above)
2. Less than 100g CO₂/km combined for passenger vehicles (Green Vehicle Guide)
3. Lowest CO₂/km rating for appropriate light commercial vehicles (Green Vehicle Guide)
4. No diesel-powered passenger vehicles to be considered