

Electric vehicle policies in NSW

The best policy mix to encourage the uptake of EVs

For NSW to meet its emissions reduction targets it will need a broader range of policies to encourage the uptake of EVs. New policies should help reduce the upfront cost of EVs, encourage the purchase of EVs as fleet vehicles, and require anyone who sells an EV to provide a 'state-of-health' report on the car's battery.

Discussion paper

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November 2024

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Acknowledgements

This paper was financially supported by Boundless Earth.

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Summary

For the NSW Government to meet its emissions reduction target of net zero by 2050, it will need to reduce emissions from the transport sector, which made up almost a fifth (19%) of NSW emissions in 2021-22. Given that 63% of transport emissions came from light commercial vehicles and cars, the replacement of petrol vehicles with low or no emissions electric vehicles (EVs) has the potential to make a significant contribution towards the net zero goal.

However, at present, the NSW Government's EV policies are almost entirely focused on expanding and improving charging infrastructure, rather than directly incentivising EV uptake. Current EV owners report that they charge their cars at home 84% of the time. This means that public charging infrastructure is infrequently used by many EV owners.

Australia Institute polling has found that the most significant barrier to the purchase of an EV for people in NSW is the high upfront cost.

Despite public support, in 2023 the NSW Labor Government stopped providing subsidies for the purchase of new EVs. To continue to drive the uptake of EVs, the NSW Government should consider reintroducing policies that reduce the upfront cost of an EV, including stamp duty exemptions, subsidised or zero interest loans and direct subsidies. These should be means tested to ensure they have the most impact among low- and middle-income households.

Beyond policies for the purchase of new EVs, the NSW Government could encourage the development of a second-hand market for EVs, to lower the barrier to entry to the EV market and create opportunities for lower-income Australians to purchase EVs. The NSW Government should encourage the purchase of EVs as fleet cars, and mandate a battery state of health (SOH) report be provided when selling a second-hand EV, so that buyers can have more confidence about the sustainability and longevity of their investment in an EV.

Key polling results include:

- More than half (51%) of NSW residents are considering buying an EV as their next car purchase.
- Most NSW residents considering purchasing an EV want to do so to help tackle climate change/reduce carbon emissions (58%) and avoid paying for petrol (57%).
- The biggest obstacles NSW residents face to buying an EV are the upfront cost of the EV (60%), and the availability of charging infrastructure (47%).
- Most NSW residents support a government-built network of charging stations (70%), requiring new apartment developments to include EV charging stations (67%),

rebates for installation of charging stations (65%), and direct subsidies to reduce upfront cost of EVs (64%).

EVs have the potential to reduce emissions and save their owners money on running costs. This is a win-win, and the NSW Government should focus on policies that will increase their uptake.

Introduction

Transport emissions are a significant portion of NSW's total emissions and electric vehicles (EVs) are a proven, commercially viable way to reduce those emissions. Encouraging more drivers to replace their petrol vehicles with EVs is important if NSW is to reach its emissions reduction targets.

Electric Vehicle Council research shows that until now NSW has compared well to other states and territories in the uptake of EVs. NSW ranked second (behind the ACT) in EVs as a share of all new cars purchased in 2023.¹ But in 2023 the NSW Government scrapped a \$3,000 direct subsidy, as well as an exemption from stamp duty (for EVs under \$78,000)² on the sale of new EVs.

EVs save their owners money over time since they are cheaper to run and service. However, the upfront cost to purchase an EV is significantly higher than an internal combustion engine (ICE) vehicle. The relatively high price of a new EV is a disincentive to uptake, even if buying one is a better financial decision in the long run. Subsidies are important to overcome this barrier.

This paper, based on Australia Institute polling, looks at the barriers to the widespread adoption of EVs and the potential impact that policies to incentivise EV uptake could have on reducing NSW's greenhouse gas emissions.

¹ Electric Vehicle Council (2024) *Australian Electric Vehicle Industry Recap 2023*, <https://electricvehiclecouncil.com.au/reports/australian-electric-vehicle-industry-recap-2023/>

² The value of the stamp duty exemption would be up to \$3,000.

NSW Electric Vehicle Strategy

The NSW Government has greenhouse gas emissions reduction targets of 50% by 2030, 70% by 2035, and net zero by 2050.³ By 2021-22, emissions in NSW had fallen 18% compared to 2004-05 levels.⁴ Just over half this reduction came from the electricity generation sector, but reductions will be necessary in other sectors if the state is to reach its targets. Further progress towards NSW's climate targets could be made from reducing transport emissions.

Transport emissions made up almost a fifth (19%) of NSW emissions in 2021-22.⁵ EVs, which produce little to no emissions, have the potential to slash these emissions, most of which (63%) come from light commercial vehicles and cars.

As part of its 2021 Electric Vehicle Strategy (EV Strategy) the NSW Government has committed to increasing EV sales to 52% of new car sales by 2030-31.⁶ The strategy notes that in 2020 battery EVs⁷ made up only 0.68% of new car sales in NSW. More recent figures show a rapid increase in uptake, with EVs making up 9% of new car sales in 2022-23.⁸

To meet the 52% target, the EV Strategy outlined a number of initiatives. These included:

- Removing stamp duty on EVs (up to \$78,000).
- Offering \$3,000 rebates on new EV purchases.
- Providing fleet incentives to help local councils and businesses buy EVs.
- A target for the NSW Government's passenger fleet to be all-electric by 2030.
- Investing in an EV charging network across NSW.
- Ensure new buildings and precincts are 'EV ready'.

³ NSW Government (n.d.) *NSW Climate and Energy Action*, <https://www.energy.nsw.gov.au/nsw-plans-and-progress/government-strategies-and-frameworks/reaching-net-zero-emissions>; Reduction targets are compared with 2005.

⁴ These figures exclude the contribution of land use, land use change and forestry. Department of Climate Change, Energy, the Environment and Water (2024) *Australia's National Greenhouse Accounts, Datasets and API, Activity Tables, Inventories, State & Territory Inventories 2022 - Emission Data Tables* <https://greenhouseaccounts.climatechange.gov.au/>

⁵ Department of Climate Change, Energy, the Environment and Water (2024) *Australia's National Greenhouse Accounts, Emissions inventories, State and territory emissions*, <https://greenhouseaccounts.climatechange.gov.au/>

⁶ NSW Government (2021) *NSW Electric Vehicle Strategy*, p30 <https://www.energy.nsw.gov.au/sites/default/files/2022-09/nsw-electric-vehicle-strategy-210225.pdf>

⁷ Not including hybrids.

⁸ Evenergi (2023) *EV Owner Demographics and Behaviours: Results of Evenergi's relevant surveys*, https://www.aer.gov.au/system/files/2023-12/Ausgrid%20-%20Revised%20proposal%20-%20Evenergi%20-%20Att.%205.7.5%20-%20EV%20owner%20demographics%20and%20behaviours%20-%2030%20Nov%202023%20-%20Public_0.pdf

EXISTING NSW GOVERNMENT EV POLICIES

At present, the NSW Government's EV policies are almost entirely focused on expanding and improving charging infrastructure. As part of the EV Strategy, the NSW Government committed \$199 million to put charging infrastructure:

- Every 5km along Sydney's major commuter corridors.
- An average of every 100km along major highways in NSW.
- Within 5km of residential areas with limited off-street parking.
- In or near commuter car parks.⁹

The Government is providing grants for the installation of EV infrastructure in regional tourism destinations. EVs are also allowed to use transit lanes regardless of how many occupants are in the vehicle.¹⁰

To reduce the upfront cost of EVs, in September 2021 the NSW Government introduced a \$3,000 subsidy (for vehicles under \$68,750) and an exemption from stamp duty (for vehicles under \$78,000) on the sale of new EVs. But following a change of government, these policies, worth \$527 million over four years, were scrapped in December 2023. Instead, the NSW Government committed to spending an additional \$263 million over four years on charging infrastructure on top of the \$199 million listed above. This included fast chargers on commuter routes, kerbside charging near apartment buildings, and upgraded grid capacity and charging hubs to support fleets.¹¹ These changes in funding in 2023 represent a reduction in subsidies for EVs of \$264 million.

It should also be noted that the NSW Government spent \$60 million in 2023-24 on fossil fuel subsidies.¹² Projected over the next four years the NSW Government is likely to spend between \$250 million and \$300 million on fossil fuel subsidies. If the NSW Government's goal is to reduce emissions, redirecting these fossil fuel subsidies to instead pay for policies that subsidise the purchase of EVs would be more effective and economical.

The NSW Government's policies to encourage the uptake of EVs are now firmly focused on charging infrastructure, but is this the most effective approach? Australia Institute polling suggests that while the development of charging infrastructure is welcome, this policy solution fails to address the primary barrier to EV uptake, which is the high upfront cost.

⁹ NSW Government (n.d.) *Funding for electric vehicle infrastructure*, <https://www.nsw.gov.au/driving-boating-and-transport/nsw-governments-electric-vehicle-strategy/infrastructure-funding>.

¹⁰ NSW Government (n.d.) *Bus, tram, truck and transit lanes*, <https://www.nsw.gov.au/driving-boating-and-transport/roads-safety-and-rules/road-lanes-lines-markings/bus-tram-truck-transit-lanes>

¹¹ NSW Government (2023) *\$260 million to supercharge the shift to EVs in NSW*, 16 September, <https://www.nsw.gov.au/media-releases/supercharge-the-shift-evs-in-nsw>

¹² Campbell et al. (2024) *Fossil fuel subsidies in Australia 2024*, <https://australiainstitute.org.au/report/fossil-fuel-subsidies-in-australia-2024/>

Polling - NSW EV policies

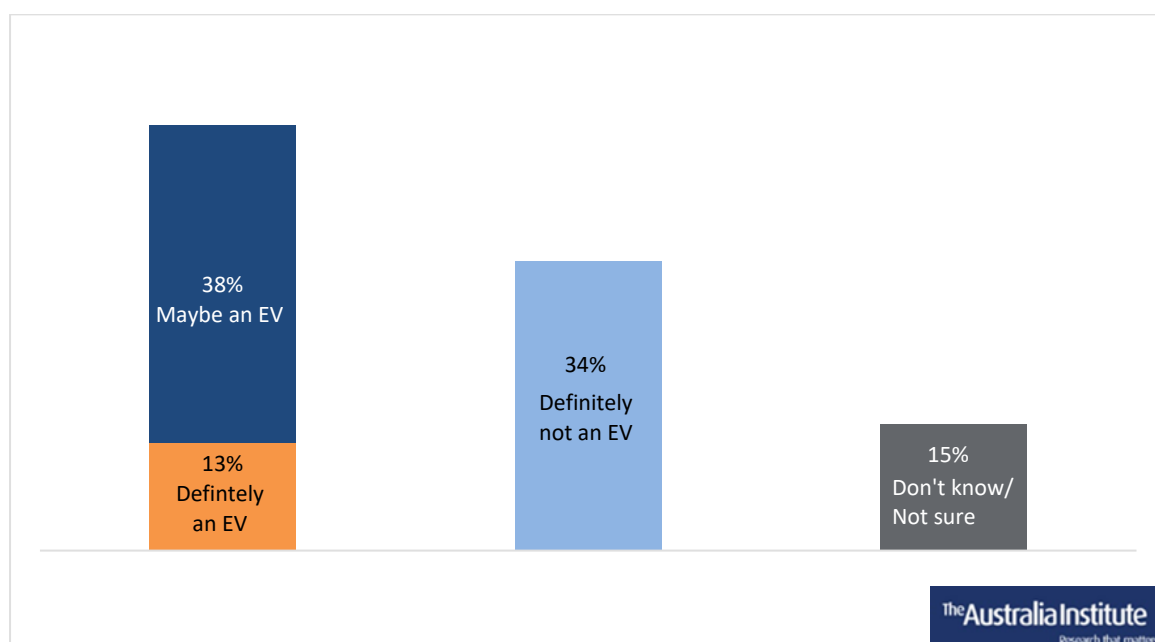
Key results

The Australia Institute polled a representative sample of 800 NSW residents about their attitudes towards purchasing EVs. Respondents were asked about obstacles they saw to buying an EV, and whether they supported or opposed a list of policies designed to encourage the uptake of EVs.¹³ The full list of policies are in the appendix.

The results show that:

- More than half (51%) of NSW residents are considering buying an EV as their next car.
- The majority of NSW residents considering purchasing an EV want to do so to help tackle climate change/reduce carbon emissions (58%); and/or to avoid paying for petrol (57%).
- The biggest obstacles to buying an EV for NSW residents are the upfront cost of the EV (60%) and the availability of charging infrastructure (47%).
- The majority of NSW residents support policies that would increase the uptake of EVs, including a government built network of charging stations (70%), requiring new apartments to include EV charging stations (67%), rebates for the installation of charging stations (65%), and direct subsidies to reduce upfront cost of EVs (64%).

Figure 1: EV as next car purchase



¹³ The survey was conducted from the 6th to the 10th September 2024.

THINKING ABOUT BUYING AN ELECTRIC VEHICLE

Our polling shows that there is strong interest in EV uptake in NSW. More than half of NSW residents (51%) are considering purchasing an EV as their next car, including just over one in ten (13%) who say they will definitely buy an EV, and almost two in five (38%) who may buy an EV. Only about a third (34%) of NSW residents say they are definitely not going to buy an EV as their next car.

Figure 2 shows that younger people are more likely than older people to be thinking of buying an EV. Two in three (67%) NSW residents aged 18 to 29 are definitely or maybe thinking about buying an EV, compared with about one in three (35%) NSW residents aged 60 or older.

Figure 2: EV as next car purchase, by age

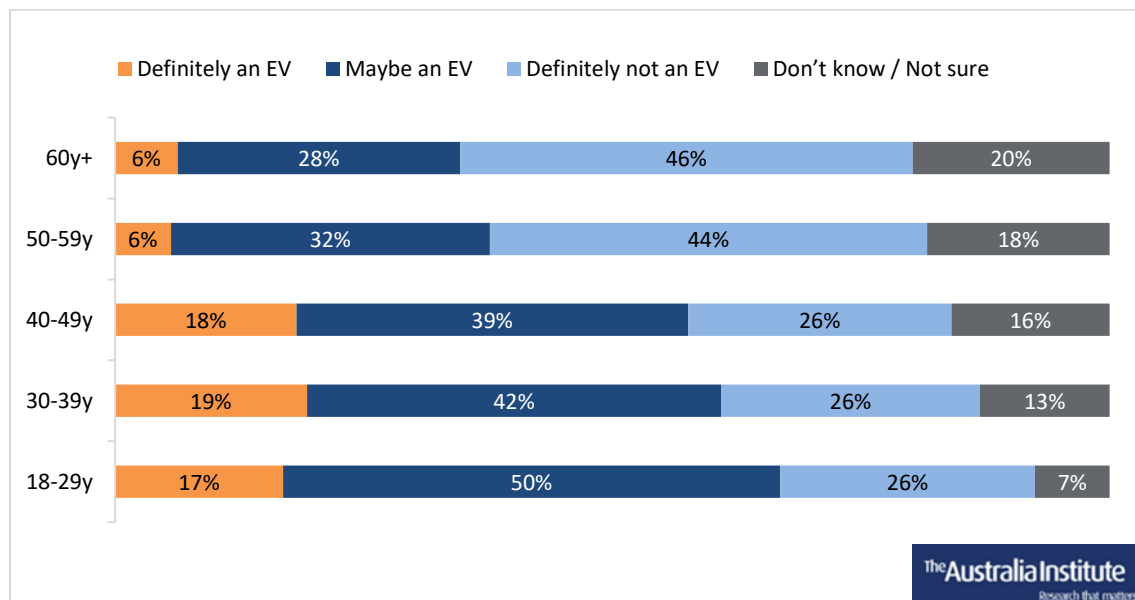
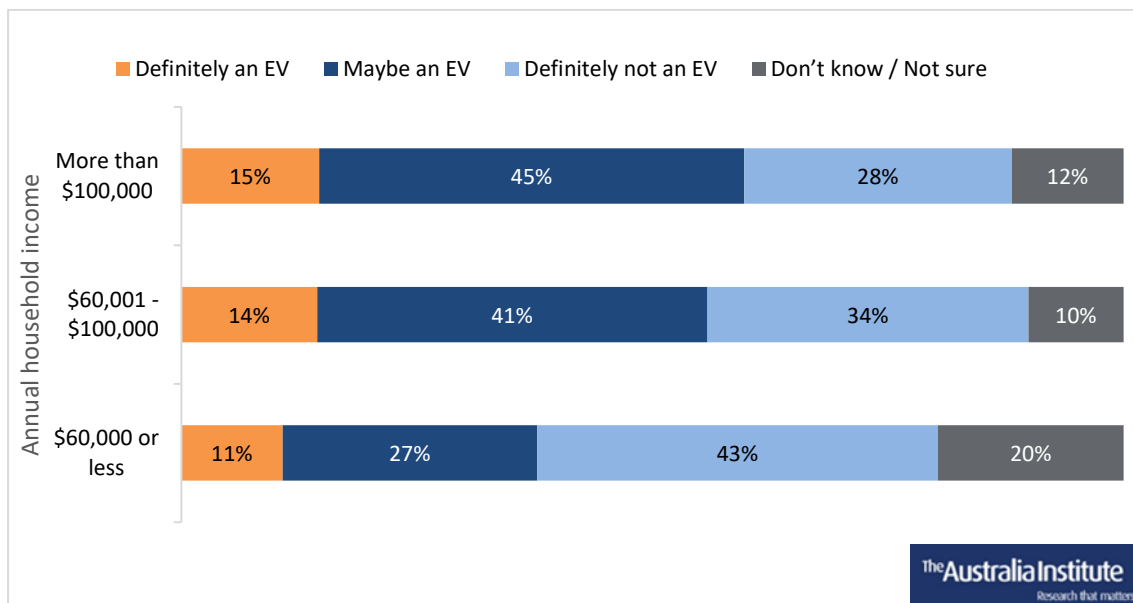


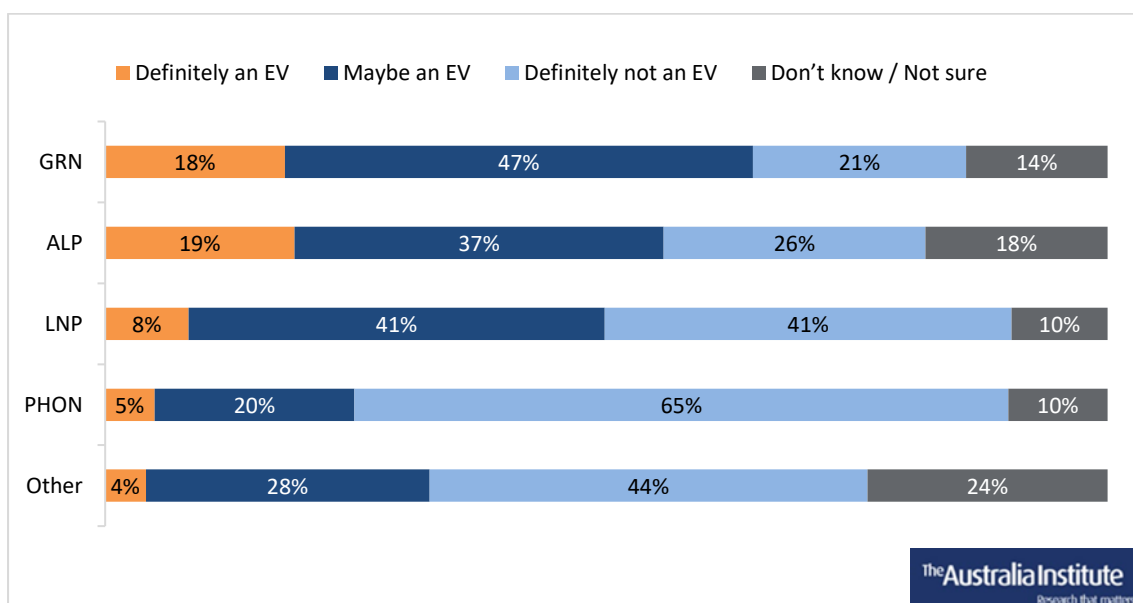
Figure 3 shows that NSW residents in households earning more than \$60,000 per year are much more likely to be thinking about buying an EV as their next car. High-income households (those in households earning more than \$100,000) are only slightly more likely than middle-income households (\$60,001 to \$100,000) (60% and 56% respectively) to think about definitely or maybe buying an EV. Both are significantly more likely to consider buying an EV than low-income households (\$60,000 or less) (38%). This might indicate that low-income households face much larger barriers to buying and EV.

Figure 3: EV as next car purchase, by income



Inclination to purchase an EV varies with voting intention (Figure 4). Greens voters are the most likely to say they are definitely or maybe going to buy an EV (65%), followed by Labor voters (56%). One in two Coalition voters (50%), one in four One Nation voters (25%) and one in three (32%) of independent and other minor party voters say they will definitely or maybe buy an EV.

Figure 4: EV as next car purchase, by voting intention

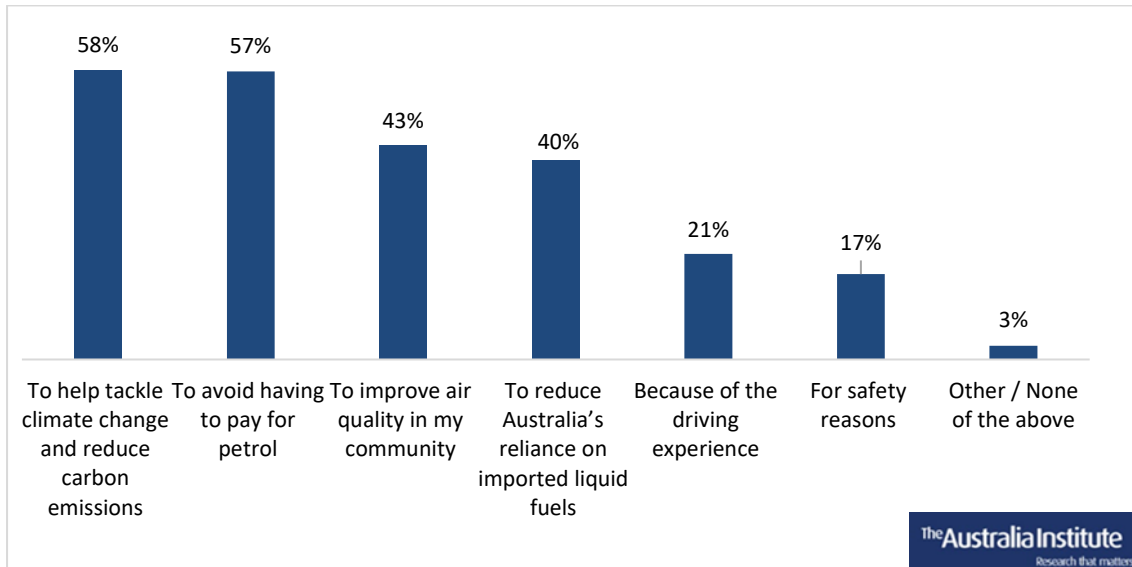


WHY ARE YOU THINKING ABOUT BUYING AN EV?

NSW residents who indicated they are considering buying an EV were also asked why they are thinking about buying an EV (Figure 5). The most commonly selected responses are:

- to help tackle climate change and reduce carbon emissions (58%);
- to avoid having to pay for petrol (57%); and
- to improve air quality in my community (43%)

Figure 5: Reasons for EV as next car purchase

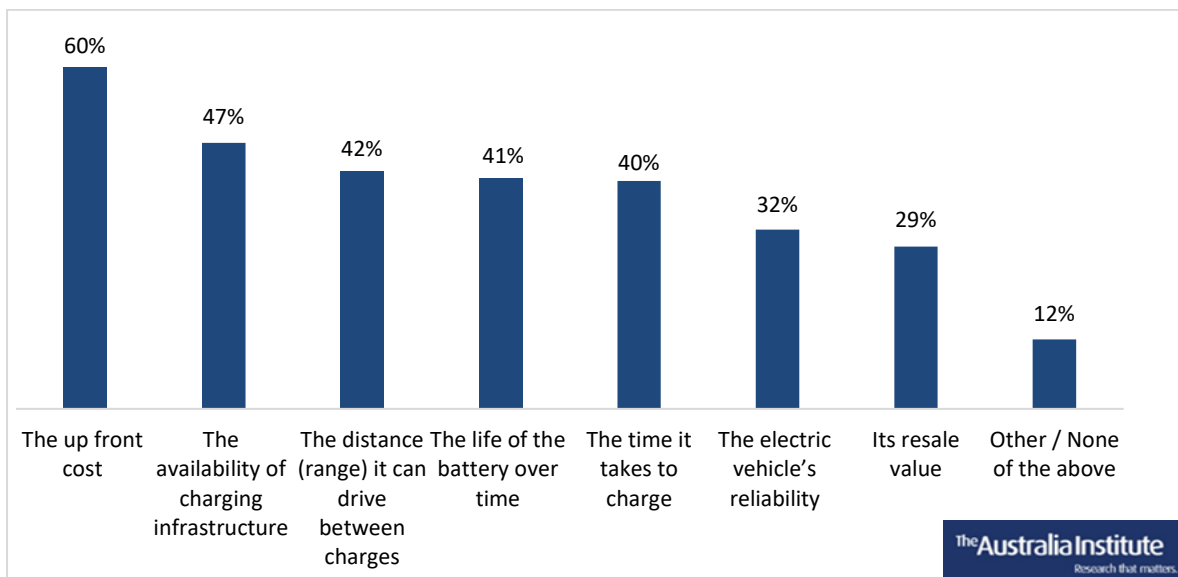


OBSTACLES TO BUYING AN EV

NSW residents who did not indicate they are definitely going to buy an EV were asked what obstacles, if any, are stopping them from buying an electric vehicle.

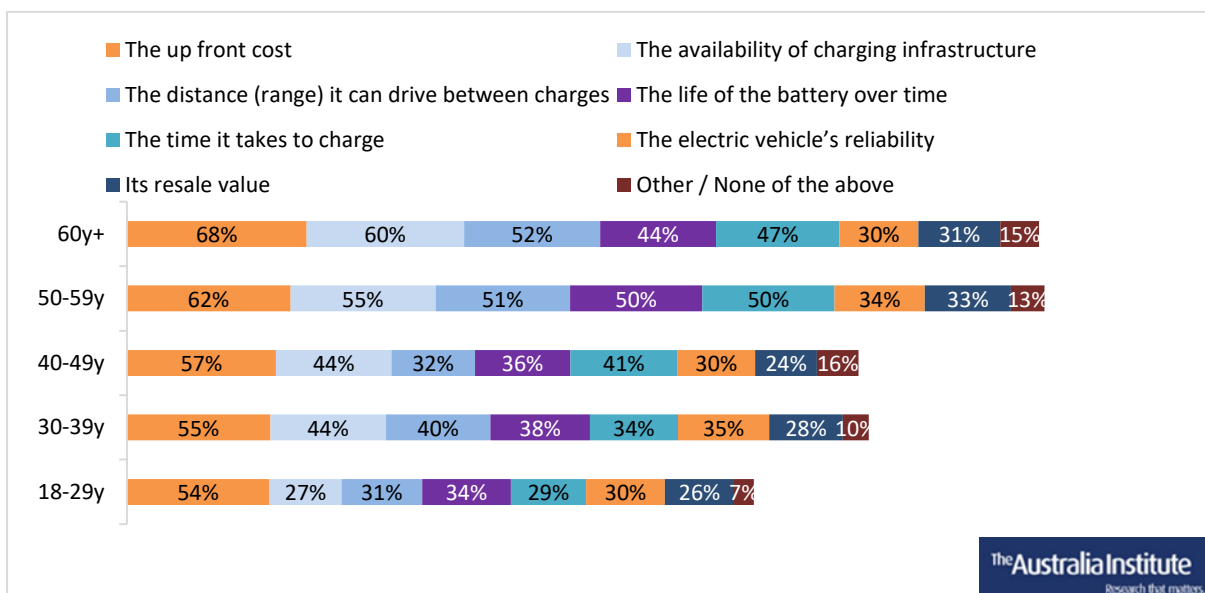
Figure 6 shows that more than half of NSW residents (60%) selected upfront cost as an obstacle to buying an EV, and nearly half (47%) selected the availability of charging infrastructure as an obstacle. NSW residents also identified the distance the EV can be driven between charges (42%), the life of the battery (41%) and the time it takes to charge (40%) as obstacles to buying an EV. Less than a third of NSW residents consider an EV's reliability (32%) or resale value (29%) to be obstacles to buying an EV.

Figure 6: Obstacles to buying an EV



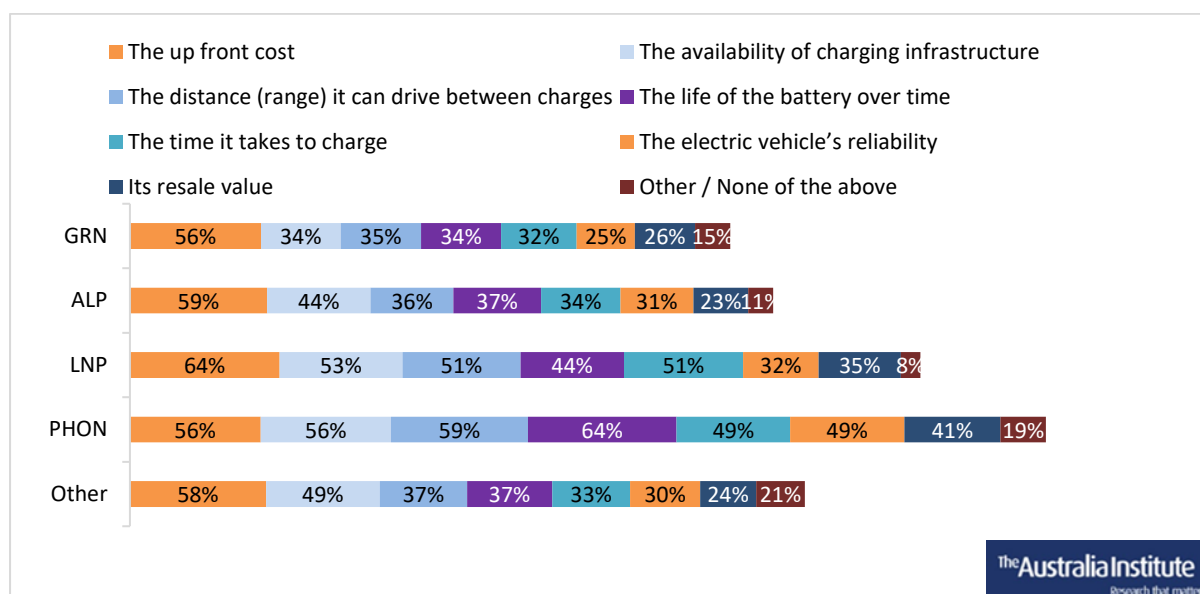
Older NSW residents are more likely to select obstacles than younger residents (Figure 7). This suggests that fewer younger people are concerned about obstacles such as the upfront cost, the availability of charging infrastructure, distance between charges the time it takes to charge or the life of the battery..

Figure 7: Obstacles to buying an EV, by age



On average, Greens voters are the least likely to nominate an obstacle, followed closely by Labor voters (Figure 8). Coalition and One Nation voters are the most likely to nominate an obstacle. A majority of NSW residents across all voting intentions consider upfront cost as a barrier.

Figure 8: Obstacles to buying an EV, by voting intention



Upfront cost

It is not surprising that upfront cost is the most common obstacle (60%) and the only one selected by a majority of NSW residents (Figure 6). The most affordable new EVs cost around \$40,000, but most are between \$60,000 and \$90,000. Although EVs are cheaper to fuel and service, these savings occur over time. Higher purchase prices mean that upfront costs are likely to be a key obstacle that government policy will need to address if they are to increase the uptake of EVs.

Older people are more likely to select upfront cost as an obstacle that is stopping them from buying an EV (Figure 7). Two thirds (68%) of NSW residents aged 60 and older selected upfront cost as an obstacle, compared with about half (54%) of NSW residents aged 18-29.

Figure 8 shows that Greens and One Nation voters are the least likely to select upfront costs as an obstacle (56% each), and Coalition voters are the most likely (64%).

Infrastructure and range

The availability of charging infrastructure is the second most commonly selected obstacle to buying an EV, followed by the distance between charges (range). Figure 6 shows that just under half (47%) of NSW residents selected the availability of charging infrastructure as an obstacle to purchasing an EV, while two in five (42%) selected the distance the car could drive between charges. These two obstacles both relate to the user-friendliness of an EV.

Of all the obstacles identified in the polling, the largest difference in response between older and younger NSW residents emerged in these two obstacles. Older NSW residents are

considerably more likely to select these two obstacles compared to younger NSW residents. Figure 7 shows that three in five (60%) NSW residents aged 60 and older consider the availability of charging infrastructure as an obstacle, compared to only one in four (27%) NSW residents aged 18 to 29. The distance between chargers was an obstacle for just over half (52%) of NSW residents aged 60 and older compared with just under a third (31%) of those aged 18 to 29.

Figure 8 shows that Greens voters are the least likely to select the availability of charging infrastructure (34%) or range anxiety (35%) as an obstacle. This is followed by Labor voters (44% and 36%), then Coalition voters (53% and 51%). One Nation voters are most likely to select both the availability of charging infrastructure (56%) and range anxiety (59%).

Battery life

Three in five (41%) NSW residents identified the life of the battery over time as an obstacle to buying an EV (Figure 6). This is where a battery slowly loses the ability to hold charge after it has been repeatedly charged and discharged.

Charging time

Two in five (40%) respondents selected the time it takes to charge as an obstacle to buying an EV (Figure 6). While a car with an internal combustion engine (ICE) can be refuelled relatively quickly, EVs take longer. It can be done in less than 30 minutes on a fast charger, but much longer with other forms of charging. For a standard home power plug it can take more than a day to charge the battery from empty to full.

SUPPORT FOR EV POLICIES

Survey respondents were also asked their level of support for a variety of policies that would encourage the uptake of EVs. Support for each of these policies is shown in Figure 9.

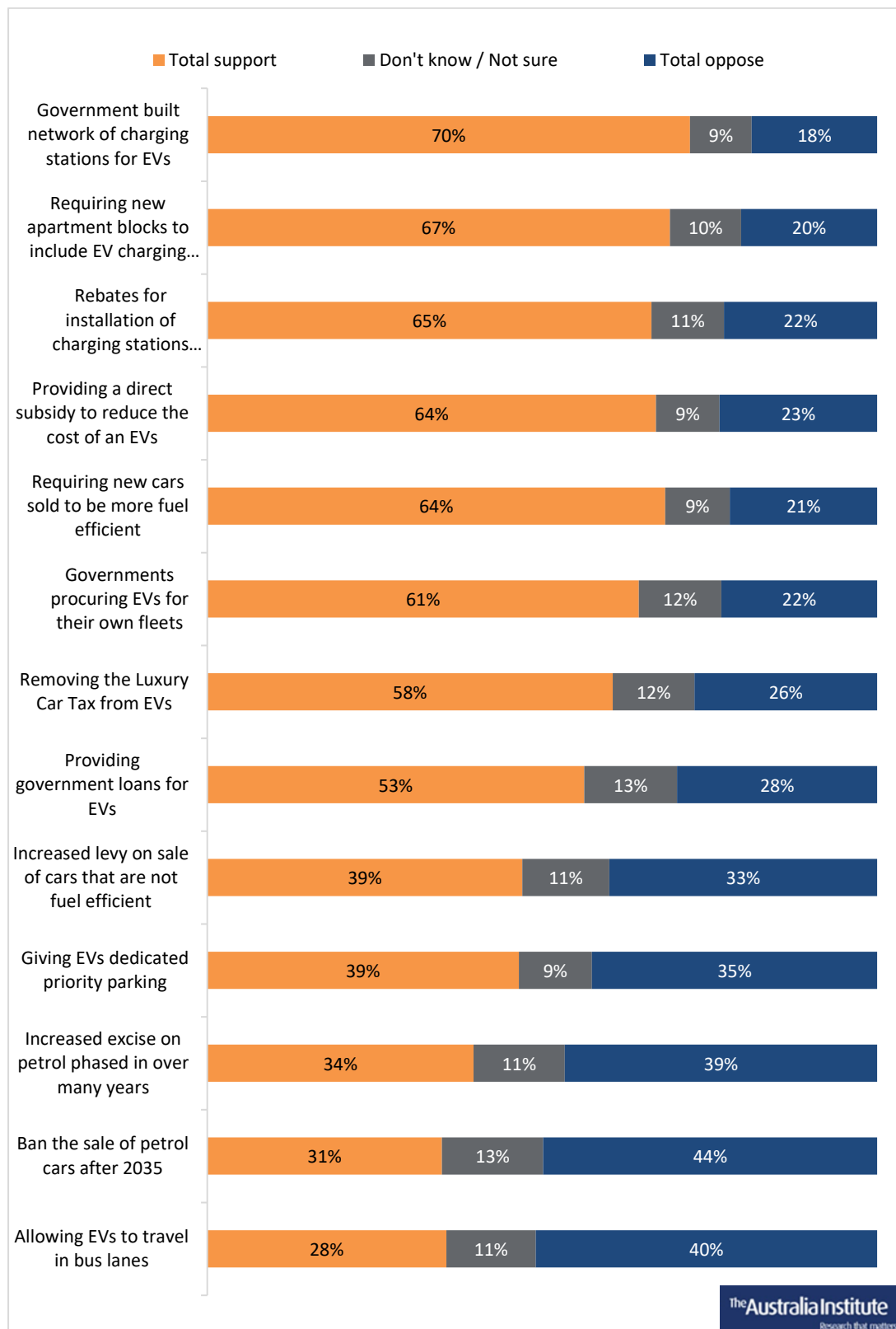
The three most popular policies all relate to funding more places to charge EVs. Over two-thirds NSW residents support governments building a network of charging stations for EVs (70%, including 34% who strongly support); requiring all new apartment blocks to include electric car charging stations (67%); and providing rebates to promote installation of charging stations for EVs (65%).

The next most supported policy is providing a direct subsidy to reduce the cost of an EV (64%). Requiring new cars sold in Australia to be more fuel efficient, even if these cars cost a bit more upfront, is also supported by two in three (64%) NSW residents.

The government procuring EVs for their own fleet of cars is supported by slightly more than three in five (61%) NSW residents. This is followed by removing the luxury car tax from EVs, which slightly less than three in five NSW residents (58%) support. Just over half of NSW residents (53%) support government loans for purchasing EVs.

Less than two in five NSW residents support priority parking for EVs (39%), and around three in ten support allowing EVs to travel in bus lanes (28%) and policies discouraging ownership of internal combustion engine (ICE) vehicles (31%) (Figure 9).

Figure 9: Level of support for policies to encourage the uptake of electric vehicles



Does NSW have the right mix of policies?

Given that upfront cost is the most commonly identified barrier to EV purchase, it is not surprising that policies that would address upfront cost received the highest levels of support.

Yet the current NSW Government has repealed policies that were in place to lower the upfront cost of EV purchase, including a \$3,000 rebate and an exemption from stamp duty for some EVs (which has a similar impact as an exemption from luxury car tax). Reintroducing these policies, which have popular support, would help to overcome the most significant obstacle to EV purchase.

There has been some concern that EV subsidies disproportionately benefit wealthy Australians because they are more likely to already have the capacity to buy an EV. However, Australia Institute polling shows that low- and middle-income Australians are also interested in buying an EV. If the NSW Government wanted to restrict EV incentives to only low- and middle-income people, then it could reintroduce subsidies on a means-tested basis. This would ensure subsidies flow to people on lower incomes who might not otherwise be in a position to buy an EV. Another option could be for the NSW Government to introduce low- or zero-interest loans for EVs. These could also be means tested.

The strong support (61%) shown for the NSW Government procuring EVs for their own fleet is significant. Governments own passenger vehicles for only a short period of time, after which, those vehicles enter the second-hand market. The NSW Government's policy of procuring an all-electric fleet will increase the number of EVs on the second-hand market. This will reduce the upfront cost of EVs and means a wider group of people, including low- and middle-income households, will be able to afford an EV.

The life of an EV battery over time, which was also identified as an obstacle to buying an EV by NSW residents, could be overcome at least in part by regulation. When buying a second-hand EV, the state of health (SOH) of the battery is a very important piece of information. The SOH of a battery is usually given as a percentage score that shows how much of the original charge the battery can hold, and indicates how much of the original range the EV can still achieve. For example, a score of 85% means the battery can hold 85% of its original charge. This information gives the buyer of a second-hand EV the confidence to know how healthy the battery is, and by extension what range they can expect.

While some EVs can show this information on the dashboard, others require costly specialised equipment to measure the battery SOH. One way to give buyers of second hand

EVs confidence would be to require that all sellers of second hand EVs provide a SOH report on the EV's battery.

The NSW Government's policy focus on expanding charging infrastructure is too narrow.

By focusing all resources on addressing just one type of obstacle, the government risks ignoring other important barriers to buying an EV experienced by NSW residents. Current EV owners report that they charge their cars at home 84% of the time.¹⁴ This means that charging infrastructure is infrequently used by many EV owners. If the NSW Government wants to increase the uptake of EVs it should introduce a broader range of policies.

¹⁴ Evenergi (2023) *EV Owner Demographics and Behaviours: Results of Evenergi's relevant surveys*, https://www.aer.gov.au/system/files/2023-12/Ausgrid%20-%20Revised%20proposal%20-%20Evenergi%20-%20Att.%205.7.5%20-%20EV%20owner%20demographics%20and%20behaviours%20-%2030%20Nov%202023%20-%20Public_0.pdf

Conclusion

In order to meet its emissions reduction target of net zero by 2050, the NSW Government will need to drive down emissions in transport. As light commercial vehicles and cars account for the majority of emissions from the transport sector, encouraging the uptake of EVs is essential to reaching the net zero goal.

Currently, the NSW Government's policies are limited to increasing the availability of charging infrastructure. While Australia Institute polling shows that NSW residents see a lack of charging infrastructure as a significant obstacle to buying an EV, it is not the only one. Broadening the range of policies available to would-be EV owners would increase uptake sooner, which will help cut emissions.

While the NSW Government has made a good start in encouraging the uptake of EVs, scrapping the \$3,000 upfront subsidy and the exemption from stamp duty is a step backwards. Our polling shows that the most substantial barrier to the purchase of EVs is the high upfront cost. To address this obstacle, the NSW Government needs to reintroduce policies that are going to reduce the upfront cost of EVs. These could come in many forms, including exemptions from stamp duty, low interest loans, and even direct subsidies. These could be means tested to ensure they benefit the low- and middle-income owners who need the most help.

The NSW Government could also do more to encourage the development of a second-hand market for EVs, including by encouraging the purchase of EVs for government fleets. To assuage anxieties about the use and value of EVs over the longer term, the NSW Government could require anyone selling an EV to provide a state of health (SOH) report on the car's battery. In concert with existing programs to increase charging infrastructure, this suite of policies would encourage the purchase and resale of EVs over the long term.

Appendix: Polling

METHOD

Short disclosure statement

Panel provider	Dynata
Research company	The Australia Institute
Client commissioning the research	Boundless Earth
Fieldwork dates	6 September 2024 to 10 September 2024
Mode of data collection	Online recruited from research panel
Target population	New South Wales adults aged 18+
Sample size	800
Australian Polling Council compliant	Yes
Voting intention published	No
Long disclosure statement	See below

Long disclosure statement

Effective sample size after weighting applied	799
Margin of error associated with effective sample size	±3.5%
Variables used in weighting	Age and gender based on Australian Bureau of Statistics “National, state and territory population” data
Gender identity categorisation	Those who answered the gender identity question as “Non-binary”, “I use a different term”, or “Prefer not to answer” had their responses included with females for the purpose of reporting, due to constraints from weighting data availability
Weighting method used	Raking method
Full question text, responses categories and randomisation	See below
Source of online sample	Dynata’s online panel
Positioning of voting intention questions in questionnaire	Immediately after demographics, before policy questions
How were undecided voters handled?	Respondents who answered “Don’t know / Not sure” for voting intention were then asked a leaning question; these leanings are included in voting intention crosstabs
Method of calculating 2PP	NA
Voting intention categorisation	Voting crosstabs show voting intentions for the House of Representatives. “Coalition” includes separate responses for Liberal and National. “Other” refers to Independent/Other, and minor parties in cases where they were included in the voting intention but represent too small a sample to be reported separately in the crosstabs



DETAILED RESULTS

No preceding questions in the poll are expected to have influenced the results of the questions published here.

For the next four questions, ‘electric vehicle’ or ‘EV’ means a car that runs entirely on a battery charged with electricity, and uses no petrol.

Thinking about the next car you may buy, which is closest?

Respondents could only select one option.

	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>\$60k or less</i>	<i>\$60k to \$100k</i>	<i>\$100k +</i>
Definitely an EV	13%	17%	9%	11%	14%	15%
Maybe an EV	38%	40%	36%	27%	41%	45%
Definitely not an EV	34%	34%	35%	43%	34%	28%
Don't know / Not sure	15%	10%	20%	20%	10%	12%
Definitely + Maybe an EV	51%	57%	45%	38%	56%	60%

	<i>Total</i>	<i>Labor</i>	<i>Coalition</i>	<i>Greens</i>	<i>One Nation</i>	<i>Other</i>
Definitely an EV	13%	19%	8%	18%	5%	4%
Maybe an EV	38%	37%	41%	47%	20%	28%
Definitely not an EV	34%	26%	41%	21%	65%	44%
Don't know / Not sure	15%	18%	10%	14%	10%	24%
Definitely + Maybe an EV	51%	56%	50%	65%	25%	32%

	<i>Total</i>	<i>18-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-59</i>	<i>60+</i>
Definitely an EV	13%	17%	19%	18%	6%	6%
Maybe an EV	38%	50%	42%	39%	32%	28%
Definitely not an EV	34%	26%	26%	26%	44%	46%
Don't know / Not sure	15%	7%	13%	16%	18%	20%
Definitely + Maybe an EV	51%	67%	61%	58%	38%	35%

Why are you considering making your next vehicle an EV?

This question was asked only of respondents that answered “Definitely an EV” or “Maybe an EV” in the question above. The order of options was randomised for each respondent. Respondents could select any number of responses, except “None of the above” (which was exclusive).

	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>\$60k or less</i>	<i>\$60k to \$100k</i>	<i>\$100k +</i>
To help tackle climate change and reduce carbon emissions	58%	55%	61%	55%	51%	63%
To avoid having to pay for petrol	57%	54%	61%	51%	61%	57%
To improve air quality in my community	43%	40%	46%	41%	45%	41%
To reduce Australia's reliance on imported liquid fuels	40%	42%	37%	38%	38%	42%
Because of the driving experience	21%	26%	15%	15%	20%	24%
For safety reasons	17%	18%	16%	14%	20%	17%
Other / None of the above	3%	3%	2%	5%	1%	3%

	<i>Total</i>	<i>Labor</i>	<i>Coalition</i>	<i>Greens</i>	<i>One Nation</i>	<i>Other</i>
To help tackle climate change and reduce carbon emissions	58%	62%	46%	71%	39%	58%
To avoid having to pay for petrol	57%	58%	59%	54%	79%	45%
To improve air quality in my community	43%	42%	41%	45%	39%	48%
To reduce Australia's reliance on imported liquid fuels	40%	47%	31%	32%	40%	48%
Because of the driving experience	21%	22%	21%	19%	29%	16%
For safety reasons	17%	17%	23%	11%	0%	6%
Other / None of the above	3%	2%	2%	2%	20%	3%

	<i>Total</i>	<i>18-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-59</i>	<i>60+</i>
To help tackle climate change and reduce carbon emissions	58%	49%	54%	57%	62%	73%
To avoid having to pay for petrol	57%	56%	62%	58%	51%	56%
To improve air quality in my community	43%	36%	48%	43%	47%	42%
To reduce Australia's reliance on imported liquid fuels	40%	34%	38%	34%	47%	51%
Because of the driving experience	21%	27%	32%	13%	21%	7%
For safety reasons	17%	20%	25%	17%	11%	8%
Other / None of the above	3%	4%	1%	4%	2%	3%

What are the obstacles stopping you from buying an electric vehicle, if any?

This question was skipped for respondents that selected "Definitely an EV" to the question about the next car they may buy. The order of options was randomised for each

respondent. Respondents could select any number of responses, except “None of the above” (which was exclusive).

	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>\$60k or less</i>	<i>\$60k to \$100k</i>	<i>\$100k +</i>
The upfront cost	60%	57%	63%	59%	60%	61%
The availability of charging infrastructure	47%	49%	44%	41%	47%	53%
The distance (range) it can drive between chargers	42%	46%	38%	33%	44%	48%
The life of the battery over time	41%	44%	37%	39%	39%	44%
The time it takes to charge	40%	42%	38%	37%	40%	45%
The electric vehicle’s reliability	32%	29%	34%	32%	32%	32%
Its resale value	29%	36%	22%	24%	33%	30%
Other / None of the above	12%	12%	12%	17%	11%	8%

	<i>Total</i>	<i>Labor</i>	<i>Coalition</i>	<i>Greens</i>	<i>One Nation</i>	<i>Other</i>
The upfront cost	60%	56%	64%	59%	56%	58%
The availability of charging infrastructure	47%	56%	53%	44%	34%	49%
The distance (range) it can drive between chargers	42%	59%	51%	36%	35%	37%
The life of the battery over time	41%	64%	44%	37%	34%	37%
The time it takes to charge	40%	49%	51%	34%	32%	33%
The electric vehicle’s reliability	32%	49%	32%	31%	25%	30%
Its resale value	29%	41%	35%	23%	26%	24%
Other / None of the above	12%	19%	8%	11%	15%	21%

	<i>Total</i>	<i>18-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-59</i>	<i>60+</i>
The upfront cost	60%	54%	55%	57%	62%	68%
The availability of charging infrastructure	47%	27%	44%	44%	55%	60%
The distance (range) it can drive between chargers	42%	31%	40%	32%	51%	52%
The life of the battery over time	41%	34%	38%	36%	50%	44%
The time it takes to charge	40%	29%	34%	41%	50%	47%
The electric vehicle’s reliability	32%	30%	35%	30%	34%	30%
Its resale value	29%	26%	28%	24%	33%	31%
Other / None of the above	12%	7%	10%	16%	13%	15%

Would you support or oppose the following car-related policies?

The order of options was randomised for each respondent. Respondents could only select one option for each policy.

	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>18-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-59</i>	<i>60+</i>
<i>Governments procuring electric vehicles for their own fleets</i>								
Strongly support	25%	27%	23%	19%	26%	24%	28%	27%
Support	36%	37%	35%	37%	34%	42%	37%	34%
Oppose	17%	17%	16%	25%	14%	15%	15%	14%
Strongly oppose	10%	12%	9%	9%	11%	9%	9%	13%
Don't know/Not sure	12%	7%	16%	11%	15%	11%	11%	11%
<i>Governments procuring electric vehicles for their own fleets</i>								
Strongly support	34%	36%	31%	31%	36%	33%	38%	33%
Support	37%	34%	39%	36%	34%	43%	33%	37%
Oppose	11%	13%	10%	16%	12%	10%	10%	9%
Strongly oppose	9%	10%	8%	9%	9%	6%	10%	11%
Don't know/Not sure	9%	7%	11%	8%	9%	8%	10%	10%
<i>Requiring new cars sold in Australia to be more fuel efficient (even if these cars cost a bit more upfront)</i>								
Strongly support	25%	27%	23%	26%	28%	21%	27%	23%
Support	39%	38%	40%	32%	40%	46%	36%	42%
Oppose	15%	15%	15%	24%	14%	12%	15%	12%
Strongly oppose	12%	14%	10%	11%	9%	9%	10%	15%
Don't know/Not sure	9%	5%	13%	7%	9%	11%	11%	8%
<i>Requiring all new apartment blocks to include electric car charging stations</i>								
Strongly support	29%	29%	29%	22%	32%	31%	36%	27%
Support	38%	38%	38%	43%	37%	42%	28%	39%
Oppose	13%	13%	13%	19%	11%	12%	14%	10%
Strongly oppose	9%	11%	8%	9%	7%	8%	10%	12%
Don't know/Not sure	10%	8%	13%	8%	12%	8%	12%	12%
<i>Rebates to promote installation of charging stations for electric cars</i>								
Strongly support	24%	27%	22%	24%	26%	27%	27%	22%
Support	40%	39%	42%	36%	39%	45%	38%	43%
Oppose	13%	14%	12%	22%	13%	11%	10%	8%
Strongly oppose	12%	14%	10%	8%	12%	8%	11%	17%
Don't know/Not sure	11%	6%	15%	10%	10%	9%	14%	11%
<i>Removing the Luxury Car Tax from electric vehicles</i>								
Strongly support	26%	26%	26%	25%	27%	27%	25%	26%
Support	32%	32%	33%	34%	37%	42%	27%	25%
Oppose	16%	18%	13%	19%	15%	14%	13%	16%
Strongly oppose	14%	16%	13%	13%	11%	8%	19%	19%
Don't know/Not sure	12%	8%	15%	8%	11%	9%	16%	14%

Providing a direct subsidy to reduce the cost of an electric vehicle								
Strongly support	28%	29%	26%	26%	30%	26%	30%	27%
Support	37%	34%	40%	37%	41%	45%	32%	32%
Oppose	13%	15%	11%	19%	8%	11%	15%	12%
Strongly oppose	14%	16%	11%	9%	11%	10%	12%	21%
Don't know/Not sure	9%	6%	12%	9%	9%	8%	11%	9%
Providing government loans for electric cars								
Strongly support	20%	22%	18%	19%	24%	24%	20%	16%
Support	33%	33%	33%	36%	40%	39%	29%	25%
Oppose	19%	19%	19%	23%	15%	15%	25%	18%
Strongly oppose	15%	17%	14%	9%	12%	11%	13%	26%
Don't know/Not sure	13%	10%	16%	12%	10%	12%	14%	16%
Increased levy on sale of cars that are not fuel efficient								
Strongly support	14%	17%	10%	14%	17%	14%	17%	10%
Support	25%	28%	22%	26%	29%	33%	18%	21%
Oppose	28%	27%	29%	34%	22%	26%	30%	29%
Strongly oppose	22%	21%	23%	16%	21%	17%	22%	31%
Don't know/Not sure	11%	6%	15%	10%	12%	10%	14%	9%
Giving electric vehicles dedicated priority parking spaces								
Strongly support	13%	15%	12%	16%	16%	16%	11%	9%
Support	25%	28%	22%	29%	34%	33%	22%	14%
Oppose	26%	24%	28%	30%	23%	23%	26%	27%
Strongly oppose	26%	27%	25%	16%	19%	18%	30%	41%
Don't know/Not sure	9%	5%	13%	9%	8%	11%	11%	8%
Increased excise on petrol phased in over many years								
Strongly support	12%	15%	9%	14%	19%	11%	11%	6%
Support	22%	24%	19%	22%	25%	27%	15%	19%
Oppose	27%	25%	29%	33%	22%	30%	31%	23%
Strongly oppose	28%	30%	26%	17%	22%	21%	28%	43%
Don't know/Not sure	11%	7%	16%	13%	12%	11%	14%	9%
A ban on the sale of petrol cars after 2035								
Strongly support	13%	15%	11%	14%	16%	16%	12%	9%
Support	18%	21%	15%	24%	21%	25%	9%	14%
Oppose	24%	22%	26%	25%	21%	25%	30%	23%
Strongly oppose	31%	32%	30%	24%	30%	20%	33%	42%
Don't know/Not sure	13%	9%	18%	13%	13%	14%	16%	12%
Allowing electric vehicles to travel in bus lanes								
Strongly support	9%	9%	9%	7%	17%	13%	8%	4%
Support	19%	21%	17%	30%	24%	21%	14%	9%
Oppose	31%	33%	30%	31%	29%	33%	28%	33%
Strongly oppose	30%	31%	29%	22%	22%	23%	34%	42%
Don't know/Not sure	11%	6%	15%	10%	8%	9%	17%	10%

	Total	Labor	Coalition	Greens	One Nation	Other
<i>Governments procuring electric vehicles for their own fleets</i>						
Strongly support	25%	31%	18%	28%	12%	27%
Support	36%	38%	39%	34%	25%	29%
Oppose	17%	13%	22%	21%	15%	9%
Strongly oppose	10%	6%	13%	7%	31%	12%
Don't know/Not sure	12%	11%	8%	10%	17%	22%
<i>Governments procuring electric vehicles for their own fleets</i>						
Strongly support	34%	40%	29%	34%	22%	33%
Support	37%	34%	40%	43%	25%	33%
Oppose	11%	11%	12%	10%	17%	9%
Strongly oppose	9%	5%	13%	8%	29%	7%
Don't know/Not sure	9%	10%	7%	5%	7%	17%
<i>Requiring new cars sold in Australia to be more fuel efficient (even if these cars cost a bit more upfront)</i>						
Strongly support	25%	30%	21%	23%	15%	23%
Support	39%	38%	38%	46%	32%	41%
Oppose	15%	14%	21%	13%	14%	5%
Strongly oppose	12%	8%	13%	12%	32%	11%
Don't know/Not sure	9%	9%	6%	7%	7%	21%
<i>Requiring all new apartment blocks to include electric car charging stations</i>						
Strongly support	29%	33%	25%	33%	17%	30%
Support	38%	42%	37%	41%	27%	31%
Oppose	13%	10%	18%	13%	22%	3%
Strongly oppose	9%	5%	11%	8%	27%	14%
Don't know/Not sure	10%	10%	9%	5%	7%	22%
<i>Rebates to promote installation of charging stations for electric cars</i>						
Strongly support	24%	31%	21%	23%	12%	23%
Support	40%	41%	42%	45%	32%	32%
Oppose	13%	12%	13%	11%	15%	12%
Strongly oppose	12%	5%	17%	12%	36%	7%
Don't know/Not sure	11%	10%	7%	10%	5%	25%
<i>Removing the Luxury Car Tax from electric vehicles</i>						
Strongly support	26%	33%	23%	22%	12%	21%
Support	32%	31%	32%	41%	15%	35%
Oppose	16%	14%	16%	18%	22%	12%
Strongly oppose	14%	9%	18%	9%	44%	15%
Don't know/Not sure	12%	12%	10%	10%	7%	18%

<i>Providing a direct subsidy to reduce the cost of an electric vehicle</i>						
Strongly support	28%	30%	23%	39%	22%	24%
Support	37%	44%	35%	34%	15%	30%
Oppose	13%	10%	17%	9%	20%	14%
Strongly oppose	14%	6%	18%	12%	39%	13%
Don't know/Not sure	9%	10%	6%	7%	5%	19%
<i>Providing government loans for electric cars</i>						
Strongly support	20%	22%	15%	29%	17%	17%
Support	33%	38%	30%	36%	15%	29%
Oppose	19%	16%	26%	15%	15%	14%
Strongly oppose	15%	10%	19%	10%	46%	13%
Don't know/Not sure	13%	14%	10%	10%	7%	27%
<i>Increased levy on sale of cars that are not fuel efficient</i>						
Strongly support	14%	16%	11%	18%	10%	12%
Support	25%	29%	22%	32%	5%	20%
Oppose	28%	24%	34%	24%	27%	32%
Strongly oppose	22%	18%	27%	17%	51%	18%
Don't know/Not sure	11%	13%	7%	9%	7%	19%
<i>Giving electric vehicles dedicated priority parking spaces</i>						
Strongly support	13%	17%	10%	15%	10%	15%
Support	25%	28%	26%	30%	7%	16%
Oppose	26%	26%	25%	28%	25%	25%
Strongly oppose	26%	19%	33%	17%	56%	29%
Don't know/Not sure	9%	10%	7%	10%	3%	16%
<i>Increased excise on petrol phased in over many years</i>						
Strongly support	12%	17%	8%	13%	7%	7%
Support	22%	23%	22%	26%	5%	17%
Oppose	27%	26%	29%	29%	25%	24%
Strongly oppose	28%	22%	34%	21%	51%	28%
Don't know/Not sure	11%	12%	6%	10%	12%	24%
<i>A ban on the sale of petrol cars after 2035</i>						
Strongly support	13%	15%	11%	19%	10%	8%
Support	18%	21%	16%	29%	0%	12%
Oppose	24%	24%	27%	22%	22%	24%
Strongly oppose	31%	23%	37%	23%	63%	32%
Don't know/Not sure	13%	17%	10%	8%	5%	23%
<i>Allowing electric vehicles to travel in bus lanes</i>						
Strongly support	9%	12%	7%	10%	0%	9%
Support	19%	24%	18%	22%	3%	12%
Oppose	31%	31%	32%	35%	24%	28%
Strongly oppose	30%	22%	34%	25%	70%	29%
Don't know/Not sure	11%	11%	9%	8%	3%	22%