



Government of **Western Australia**
Department of **Water and Environmental Regulation**



Steering towards
a clean energy future

State Electric Vehicle Strategy for Western Australia



Progress report 2025

October 2025

Department of Water and Environmental Regulation

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Minister's foreword



The *State Electric Vehicle Strategy for Western Australia* is playing a key role in achieving net zero emissions by 2050, diversifying our economy and supporting local manufacturing.

The transition to electric vehicles (EVs) in Western Australia is well underway and advancing beyond expectation.

When the strategy was released in November 2020, there were fewer than 1,400 EVs in Western Australia. There are now over 38,000 EVs on our roads.

This progress report details the actions the Cook Government is taking to enable a greater supply of affordable and accessible EVs in Western Australia, establish the necessary infrastructure to charge them, and stimulate wider adoption.

It includes actions from the original strategy, as well as measures announced as part of the *Clean Energy Car Fund* (May 2022) and additional commitments for EVs outlined in the Sectoral Emissions Reduction Strategy (SERS) for Western Australia (Dec 2023) and subsequent State Budgets. Collectively, these investments total more than \$525 million and are supporting the electrification of cars and buses in Western Australia.

These measures include:

- Completing the \$23 million WA EV Network, one of the world's longest connected EV charging networks. The 110 chargers across 49 sites connect Perth and regional Western Australia – stretching north from Perth to Kununurra, along the south-west coast to Mundrabilla on the Nullarbor and east to Kalgoorlie.
- Providing \$50.5 million in rebates to 14,424 Western Australian drivers who purchased a new EV or hydrogen fuel cell vehicle up to a value of \$70,000 before 10 May 2025.
- \$15 million to support small businesses, not-for-profits and local governments to install charging infrastructure by providing grants of up to 50 per cent of the installation costs through the Charge Up grant scheme.
- \$ 6.2 million to trial the installation of EV charging infrastructure at Transperth train

stations, providing car parking bays with commuter charging access.

- \$435 million in funding to electrify the Transperth bus fleet and install associated charging infrastructure.
- Developing a statewide strategy for future electric road transport charging infrastructure to support the transition to net zero.
- Developing a road freight decarbonisation strategy for south west Western Australia in consultation with the road freight sector.

The life-cycle emissions from electric vehicles are already demonstrably lower than petrol, diesel and hybrid vehicles. The carbon footprint of EVs will continue to improve over time, with 38 per cent of electricity already generated from renewable sources in Western Australia's main electricity grid and plans to transition our electricity networks to net zero emissions by 2050.

The Cook Government is accelerating this transition by investing more than \$6.4 billion towards renewable energy generation, transmission and storage, to deliver our commitment to power WA with cleaner, reliable and affordable energy.

EVs that recharge using renewable energy have significantly lower emissions than conventional diesel and petrol cars. With lower operating costs than conventional vehicles, EVs can also help with cost-of-living pressures, while supporting new job opportunities, increased fuel security, better health outcomes, and quieter, cleaner roads and cities.

I look forward to continuing to work alongside project partners across all levels of government, as well as industry, research, environment and community organisations to evolve the systems and infrastructure needed to support the uptake of EVs and encourage a cleaner and more sustainable future for Western Australia.

**Hon Amber-Jade Sanderson BA MLA
Minister for Energy and Decarbonisation;
Manufacturing; Skills and TAFE; Pilbara**



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Glossary of acronyms

Acronym	Definition
AES	Alternative electricity services
BEV	Battery electric vehicle
DER	Distributed Energy Resources
EV	Electric vehicle
DC	Direct current
FFI	Fortescue Future Industries

Acronym	Definition
FMG	Fortescue Metals Group
GTEng	Grid transformation engine
NCC	National Construction Code
OECD	Organisation for Economic Co-operation and Development
PHEV	Plug-in hybrid electric vehicle
V2G	Vehicle to Grid
WA	Western Australia

State Electric Vehicle Strategy

The Government of Western Australia released the [State Electric Vehicle Strategy for Western Australia](#) (State EV Strategy) in November 2020 to support the adoption of electric vehicles (EVs) in Western Australia.

The State EV Strategy emphasises the multiple benefits of EVs, including improving air quality in urban centres, reducing greenhouse gas emissions, supporting local industry and delivering a range of benefits for consumers. The actions contained within it support the uptake of low and zero emission EVs and the transition to net zero emissions by 2050.

In releasing the State EV Strategy, the government undertook to continue to monitor trends in EV technology and markets and implement the necessary measures to ensure Western Australia continues to take advantage of the associated economic, social and environmental benefits. This progress report responds to current EV trends and technologies and includes additional government commitments made since the State EV Strategy was released.

Additional commitments for EVs

In May 2022, the State Government announced additional measures to build on the actions in the State EV Strategy and further accelerate the uptake of EVs. These include the following, which have also been added to the State EV Strategy actions captured in this progress report:

- A Clean Energy Car Fund to provide rebates of \$3,500 to Western Australians who buy a new electric or hydrogen fuel cell vehicle by 10 May 2025 up to a value of \$70,000.
- Investment to boost EV infrastructure around Western Australia, including:
 - » more than \$23 million to build the WA EV Network, which includes 110 charging stations across 49 different locations connecting Perth and regional Western Australia – stretching north from Perth to Kununurra, along the south-west coast to Mundrabilla on the Nullarbor and east to Kalgoorlie
 - » \$5 million to support local governments to install charging infrastructure by providing grants of up to 50 per cent of the installation

- cost through the Charge-Up grant scheme being administered by Energy Policy WA
- » \$10 million to support not-for-profits and small and medium-sized businesses with grants of up to 50 per cent of the cost of installing charging infrastructure around Western Australia – also through the Charge-Up grant scheme
- » \$ 6.2 million for the Public Transport Authority to trial the installation of EV charging infrastructure at train stations by providing car parking bays with commuter charging access.

In December 2023, the government released the [Sectoral Emissions Reduction Strategy for Western Australia](#) (SERS) which outlines priorities and tangible investments to support the transition to net zero emissions by 2050. SERS initiatives supporting decarbonisation of transport in this Progress Report include:

- Development of a statewide strategy for future electric road transport charging infrastructure required to support the transition to net zero.
- Development of a road freight decarbonisation strategy for south west Western Australia in consultation with the road freight sector.
- Increasing the State Government fleet EV target to at least 50 per cent of all new purchases in eligible categories from 1 July 2025 to demonstrate government leadership and support the supply of EVs to the second-hand vehicle market.

The 2023–24 State Budget provided \$125 million for an electric bus program to deliver 130 new locally built electric buses, and charging infrastructure, at key depots to kickstart the transition under the Government's Made in WA plan. This funding was matched by the Australian Government for the supporting infrastructure.

The 2025–26 State Budget has expanded the bus electrification program to \$435 million to progressively electrify the bus fleet, with only electric buses to be purchased as of May 2025. This investment will see a reduction in the costs of running the buses from \$1.36 to \$1.25 per service kilometre.

The State EV Strategy was a product of the Western Australian Electric Vehicles Working Group and was developed in consultation with stakeholders across industry, academia and non-government associations and organisations.

The implementation of the State EV Strategy is coordinated by the Department of Water and Environmental Regulation (the department) with assistance from the Western Australian Electric Vehicles Working Group.



This progress report details the work done to support the uptake of EVs and to update the regulatory and policy environment to accommodate changes. This includes progress associated with changes to land use planning and electricity systems required to facilitate the adoption of EVs in WA. Measures to maximise the full value chain of supporting industries from resource extraction to resource recovery, associated with EV uptake, are also covered.

Over half of the actions from the 2020 State EV Strategy have either been completed or are ongoing in nature. All the remaining actions are underway and substantially progressed. The summary table on page 9 contains the status of each action within the State EV Strategy. A detailed report against each action is presented in the Action Status Update from page 13.

The adoption of EVs within the State Government vehicle fleet is expected to increase over the next decade. The department will continue to coordinate implementation of actions from the State EV Strategy and work with Australian governments to support Western Australian motorists to transition to zero emission vehicles.

Since the release of the State EV Strategy in November 2020, we have witnessed a global acceleration in the uptake of EVs.

In late 2020 when the State EV Strategy was released, there were fewer than 1,400 EVs and plug-in hybrid electric vehicles (PHEVs) registered in Western Australia. By the end of June 2025, this number had risen to over 38,000 EVs (including nearly 7,300 PHEVs), with year-on-year EV sales more than doubling. This may further accelerate as the number of EV models available to consumers increases, including commercial vehicles and those in the more affordable vehicle segments.

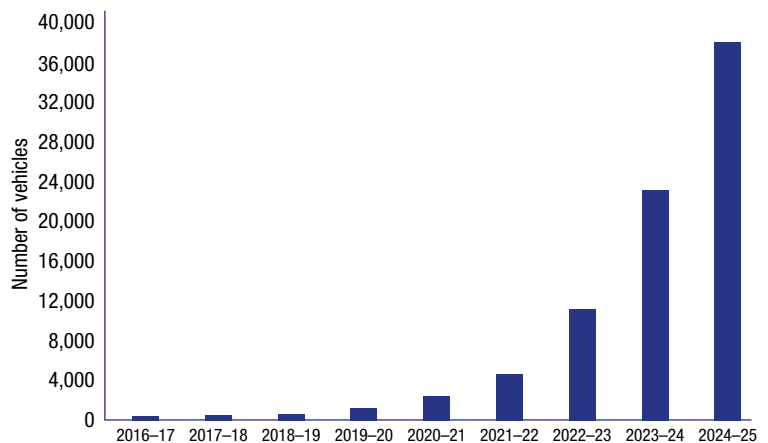


Figure 1: EV registrations in Western Australia between financial years 2016-17 and 2024-25¹

Each year since 2021, the Commonwealth Scientific and Industrial Research Organisation (CSIRO) has revised its projections of the number of EVs expected in Western Australia by 2030. In 2021, 80,000 EVs were projected to be in Western Australia by 2030. This projection was then revised upwards to 154,000 EVs in the 2022 Electricity Statement of Opportunities (ESOO). The 2025 ESOO now projects approximately 250,000 battery electric and plug-in hybrid electric vehicles to be on WA roads by 2030.

These revised projections make it increasingly important that we prepare for a range of EV uptake scenarios in Western Australia to capture the benefits they offer to consumers and the economy. Implementing Actions 11-12, 17-19 and 23 of the State EV Strategy is critical for preparing the electricity system for EVs while also supporting the State Government’s decarbonisation goals.

¹ Disclaimer: The information contained in this publication is provided in good faith and believed to be accurate at the time of publication. The State shall in no way be liable for any loss sustained or incurred by anyone relying on the information.

Charging infrastructure

Horizon Power and Synergy have built one of the world’s longest charging networks. The WA EV Network is part of a \$43.5 million investment to boost EV infrastructure around Western Australia. The network includes 110 charging stations across 49 different locations facilitating travel north from Perth to Kununurra, along the south west coast to Mundrabilla on the Nullarbor and east to Kalgoorlie.

The first sites were opened to the public at Geraldton and Northampton in April 2023, and the full network became operational in January 2025. This infrastructure is key to boosting EV uptake in the State and will support the transition towards net zero emissions by 2050.

The installation of further charging infrastructure is being supported by the \$15 million Charge Up grants scheme. This is supporting local governments, not-for-profits and small-to-medium size businesses to install charging infrastructure. The grants are available for a variety of uses including charging employee vehicles, supporting fleet conversions and creating destination charging opportunities.

Round three of the Charge Up grants scheme was open for not-for-profit, small and medium businesses and local government applications and closed on 30 June 2025.

As of 28 July 2025, the program had approved applications for 634 AC chargers and 82 DC fast chargers – of which 486 AC chargers and 49 DC fast chargers were successfully installed – and an additional 137 AC chargers and 151 DC fast charger grant applications were still under assessment.

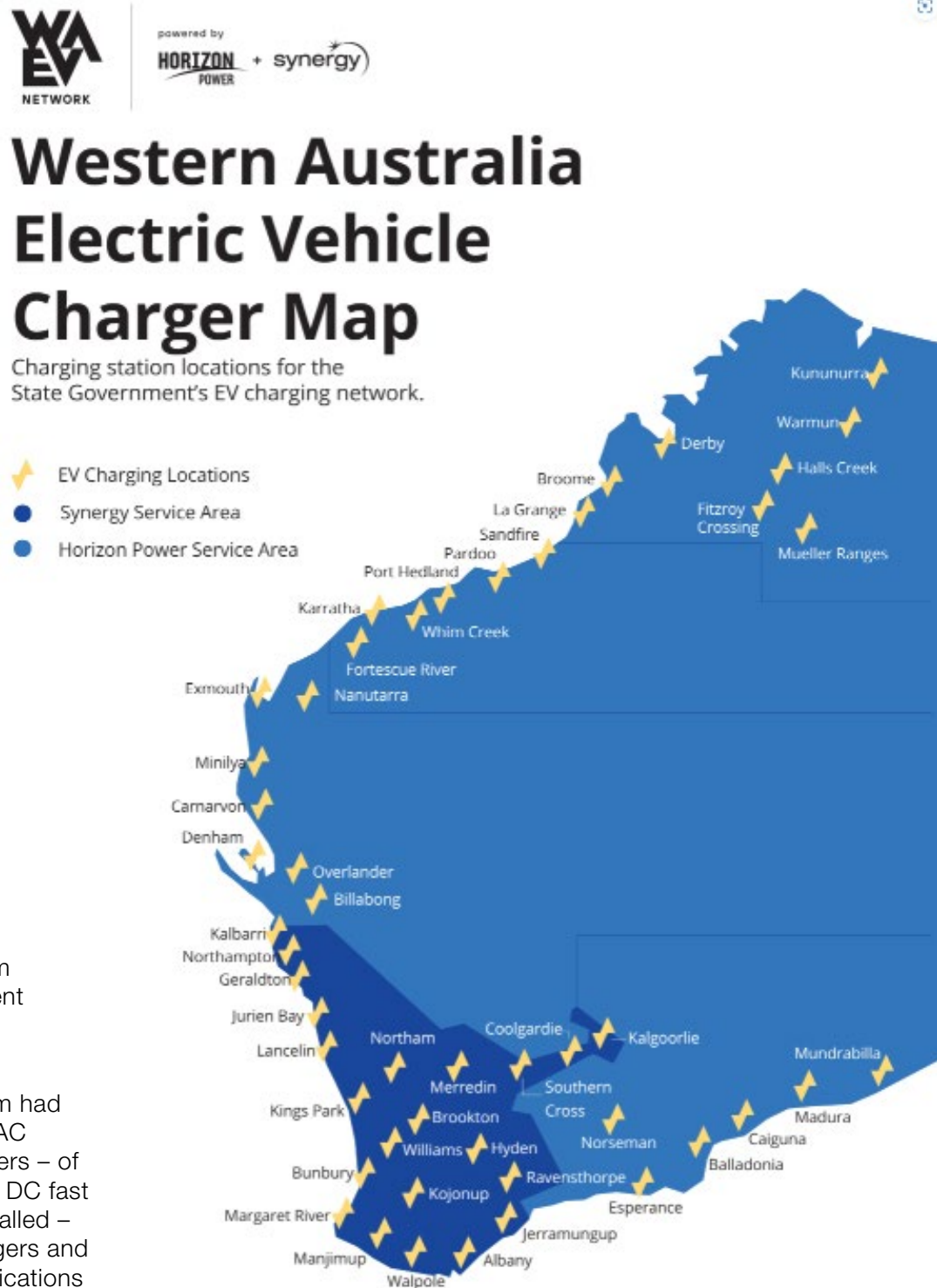


Figure 2: The WA EV Network – allowing travel around Western Australia in an EV



EV Action Plan

All forms of transport will need to be progressively decarbonised to meet Western Australia’s target of net zero emissions by 2050. The adoption of battery electric vehicles (BEVs) has major implications for electricity grids globally, including here in Western Australia.

Managing the transition to EVs in Western Australia is being done in close coordination with the [Distributed Energy Resources Road Map](#).

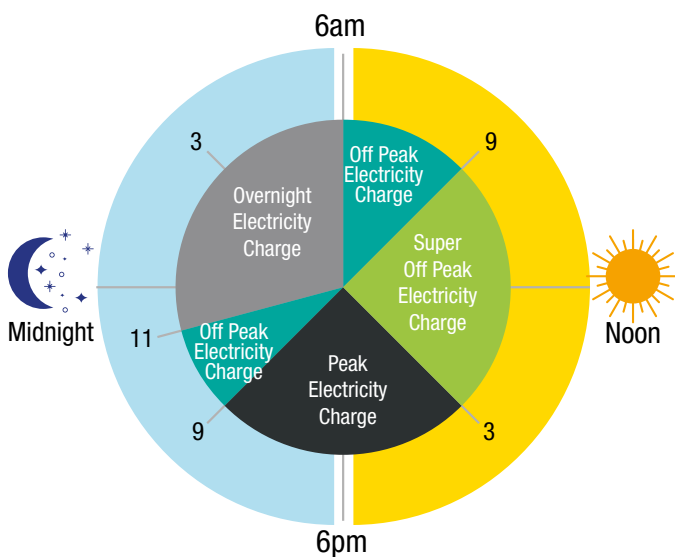
This aims to deliver a future where distributed energy resources, including EVs contribute to a safe, reliable and efficient electricity system while accelerating our transition to a low-carbon future.

In 2021, the Minister for Energy delivered on Action 17 of the State EV Strategy and Action 16 of the [Distributed Energy Resources Road Map](#) with release of the State Government’s [Electric Vehicle \(EV\) Action Plan: Preparing Western Australia’s electricity system for EVs](#).

The Action Plan, which has 26 priority actions to integrate EVs within Western Australia’s power systems, is administered by Energy Policy WA in the Department of Energy and Economic Diversification on behalf of the Minister for Energy and Decarbonisation.

Central to the EV Action Plan is understanding EV uptake projections and modelling their impacts. This will allow for proactive planning for network upgrades and to justify the financial benefits of implementing policy options to avoid costly network upgrades. The network modelling for Western Australia’s main electricity grid has been led by Western Power.

New electricity tariffs have also been developed by Synergy that incentivise EV owners to recharge their vehicles in the middle of the day or overnight to better align with renewable energy output and network availability, and to help with energy transition (Figure 3).



Fee Component	Home Plan	Midday Saver	EV Add On
Supply Charge (per day)	116.0505	129.2269	129.2269
Peak Electricity Charge (c/kWh)	32.3719	53.8446	53.8446
Off Peak Electricity Charge (c/kWh)	32.3719	23.6916	23.6916
Overnight Electricity Charge (c/kWh)	32.3719	23.6916	19.3841
Super Off Peak Electricity Charge (c/kWh)	32.3719	8.6151	8.6151

Figure 3: Synergy tariffs encouraging electricity use to maximise use of renewable energy (Source: [Synergy website](#) August 2025)

Electric bus trial

Trialling of electric buses on the Transperth network started in Joondalup in February 2022 and was completed in late 2024. The trial has allowed the Public Transport Authority to understand bus charging infrastructure requirements, including electrical connection, supply and electric bus duty cycle specifications. In 2024 the Australian Government committed \$125 million towards electric bus charging infrastructure in Perth, combined with a \$125 million commitment from the WA Government, for the acquisition of 130 locally manufactured electric buses.

The Public Transport Authority has worked with Western Power and bus suppliers to develop a bus electrification strategy and timetable for progressively electrifying its entire bus fleet with commitments to purchasing electric buses only from mid-2025. This has been supported by \$435 million in the Western Australian State Budget. Charging infrastructure upgrades at bus stations and depots to support the bus electrification strategy and timetable is progressing.



Summary of actions and progress²

No	Action	Agency	Status ³
1	Revised target: Oversee a minimum 50 per cent EV acquisition target for all new, eligible State Fleet passenger vehicles and small and medium SUVs from 1 July 2025.	Department of Housing and Works	Underway
2	Invest \$800,000 to install EV charging stations in government buildings to support the State Government EV fleet.	Department of Housing and Works	Underway
3	Trial the introduction of a quota for EVs in the passenger, light commercial, or heavy vehicle fleet of road construction projects including within the immediate supply chain. A pilot trial will be conducted for the Mitchell Freeway Extension – Hester to Romeo major project.	Main Roads WA	Complete
4	New action: Administer the Clean Energy Car Fund, which will provide rebates of \$3,500 to Western Australians that buy a new electric or hydrogen fuel cell vehicle by 10 May 2025 up to a value of \$70,000.	Department of Transport and Major Infrastructure	Complete
5	Revised action: Undertake a three-year (2022–24) trial of battery electric buses, initially on the Joondalup Central Area Transit Service, then extended to the Perth central business district and general bus routes .	Public Transport Authority of WA	Complete
6	New action: Transition the fleet of Transperth and Transregional buses to locally made electric buses, with the purchase of new diesel buses ceasing mid-2025 (from this point only electric buses will be purchased).	Public Transport Authority of WA	Underway
7	Develop an information resource to provide reliable and accessible information regarding EVs and charging infrastructure in Western Australia.	Department of Water and Environmental Regulation ⁴	Complete
8	Invest \$80,000 to host events for vehicle fleet buyers, industry and business, to demonstrate and provide information on the features and benefits of EVs, in conjunction with the vehicle manufacturers, industry groups and key stakeholders such as the Clean Energy Finance Corporation.	Department of Water and Environmental Regulation	Complete
9	Encourage the Australian Government to introduce vehicle CO ₂ emission standards in line with other OECD countries.	Department of Transport and Major Infrastructure and Department of Water and Environmental Regulation	Complete

² The agency names identified in this table are the current accountable organisations following machinery of government changes that came into effect on 1 July 2025.

³ Actions listed as 'Underway' have a natural endpoint (e.g. expenditure of project funds or delivery of a project). Actions listed as 'Ongoing' have started but require ongoing work and do not have a natural endpoint (e.g. planning for the integration of EVs into the electricity grid).

⁴ This action was originally assigned to the Department of Transport in the original State EV Strategy. This has been transferred to the Department of Water and Environmental Regulation, as it has a central coordinating role for EV policy in WA.



No	Action	Agency	Status ³
10	Additional funding: Install 110 new EV charging points across 49 locations to form an EV charging infrastructure network facilitating travel north from Perth to Kununurra, along the south west coast to Mundrabilla on the Nullarbor and east to Kalgoorlie. This initiative is part of the State Government's \$43.5 million investment to boost EV infrastructure around Western Australia.	Synergy and Horizon Power	Complete
11	New action: Develop a statewide strategy for future electric road transport charging infrastructure required to support the transition to net zero.	Department of Water and Environmental Regulation	Underway
12	New action: Develop a road freight decarbonisation strategy for south west Western Australia in consultation with the road freight sector.	Department of Transport and Major Infrastructure	Underway
13	New action: Invest \$ 6.2 million on the provision of EV charging infrastructure as part of a trial of electric vehicle charging at selected train stations.	Public Transport Authority of WA	Underway
14	New action: Administer grant programs to provide new charging infrastructure, expanding Western Australia's EV charging network and investing: <ul style="list-style-type: none"> \$10 million to support not-for-profits and small and medium sized businesses with grants of up to 50 per cent of the cost to install charging infrastructure \$5 million to support local governments install charging infrastructure by providing grants of up to 50 per cent of the installation cost. 	Energy Policy WA	Underway
15	Invest \$3 million to install two hydrogen refuelling stations. The two stations will generate renewable hydrogen: one station will be in Jandakot and provide hydrogen for fleet vehicles; and another at Christmas Creek Mine, in the Pilbara, will power hydrogen buses.	Department of Energy and Economic Diversification	Complete
16	Include a requirement for the provision of EV charging infrastructure in new public building capital works projects, including government office accommodation, hospitals, schools, TAFE colleges, sports facilities and a range of other building types to make them 'EV ready'.	Department of Housing and Works	Ongoing
17	Implement actions outlined in the State Government's Distributed Energy Resources Roadmap that will assist the integration of EVs, including consideration of incentives to promote daytime charging to help make best use of the midday solar generation peak and assessment of vehicle-to-grid technology forecasts. Buyback payments will be extended to energy exported to the grid from EVs in the same way as rooftop solar.	Energy Policy WA	Underway
18	Undertake scenario modelling of EV uptake and charging behaviour over the next 30 years and investigate charging models to support grid benefits.	Western Power	Complete

No	Action	Agency	Status ³
19	Plan for the integration of EVs in the electricity grid, including the deployment of charging points (household and fast charge) and trials to better understand the capabilities of vehicle-to-grid technology.	Western Power	Ongoing
20	In collaboration with other states and territories and national working groups, consider: <ul style="list-style-type: none"> (a) the adoption of current market-based standards for EV plugs for charging infrastructure to guide councils, companies and charging infrastructure installers (b) the development of national operability standards for charging infrastructure, such as common open-payment platforms and motorist accessibility (c) the development of guidelines to support installation of EV charging and refuelling infrastructure (d) the development of guidelines to make buildings and other accommodation 'EV ready' – ensuring that new buildings cater for EV charging (e) encouraging the Australian Building Codes Board and Standards Australia to produce guidance material on options to retrofit EV charging points in existing buildings (f) supporting national work to develop data sharing and exchange standards for vehicle charging and energy data, while preserving personal privacy and commercial confidentiality (g) reviewing land use planning guides and standards related to fuel and service stations to support establishment of EV infrastructure. 	Department of Water and Environmental Regulation ⁵	Ongoing
21	Support amendments to the National Construction Code to include a requirement that new buildings are EV ready, with consideration of electrical infrastructure to support the installation of EV charging equipment.	Department of Local Government, Industry Regulation and Safety	Underway
22	Consider updating planning guidelines to encourage the design of new residential buildings, precincts and parking to incorporate infrastructure that supports emerging technology such as the installation of EV charging facilities.	Department of Planning, Lands and Heritage	Complete
23	Undertake a comprehensive review and consult on the future regulation of EV charging stations (currently exempt from requiring a licence to sell and distribute electricity). The review will consider whether providers of EV charging stations should be regulated under the modernised regulatory framework being developed that will facilitate businesses providing alternative electricity services, while ensuring customers have access to appropriate protections.	Energy Policy WA	Underway
24	Update the Road Traffic (Vehicles) Regulations 2014 to include a requirement for EV signage on vehicle licence plates.	Department of Transport and Major Infrastructure	Underway

⁵ This action was assigned to Main Roads WA in the original State EV Strategy. This has been transferred to the Department of Water and Environmental Regulation, which has a central coordinating role for EV policy in WA.



No	Action	Agency	Status ³
25	Deliver actions outlined in the Future Battery Industry Strategy to support Western Australia becoming a leading producer and exporter of future battery materials, technologies and expertise.	Department of Energy and Economic Diversification	Underway
26	Support the vision outlined in the Western Australian Renewable Hydrogen Strategy to become a leader in the emerging renewable hydrogen industry, with transport sector goals of a refuelling facility for hydrogen vehicles being available by 2022, and renewable hydrogen being widely used in mining haulage vehicles and regional transportation by 2030.	Department of Energy and Economic Diversification	Ongoing
27	Assess opportunities for the development of a local battery recycling industry in Western Australia.	Department of Water and Environmental Regulation	Underway



State EV Strategy action status update

EV uptake

Preparing government fleets for electrification (Actions 1–3)

With many vehicle manufacturers signalling their intent to cease production of internal combustion engine vehicles in the mid-2030s, preparations have begun to allow for the orderly transition of the State Government fleet.

In November 2023, the [State EV fleet target was lifted from 25 per cent to 50 per cent](#) of new vehicle orders in eligible categories commencing from 1 July 2025. There are 227 BEVs and PHEVs already on the road in the government fleet, and a further 27 on order. Agencies have expressed strong interest in procuring additional EVs (**Action 1**).

As of February 2025, State Government agencies had installed more than 137 EV chargers to support their fleet transition across government sites. Implementing this transition-enabling infrastructure draws from the \$800,000 committed under Action 2 of the State EV Strategy.

Pathways to build EV and EV charging specifications into future government projects have been successfully trialled (**Action 3**). Main Roads WA tested the use of several EVs during its Mitchell Freeway extension project in 2022. Based on the success of this trial, a minimum quota of battery electric vehicles has been set. This requires that at least 4 per cent of passenger BEVs must be incorporated into the vehicle fleets of future major projects.⁶

Stimulating EV purchases (Action 4)

The Department of Transport⁷ implemented the Clean Energy Car Fund in May 2022. This has provided rebates of \$3,500 to Western Australians who bought a new electric or hydrogen fuel cell vehicle by 10 May 2025 up to a value of \$70,000, making these vehicles more affordable. As of 30 June 2025, \$50.5 million has been paid towards 14,424 rebates to Western Australian drivers.

⁶ Major projects are those valued at over \$100 million

⁷ Now known as Department of Transport and Major Infrastructure

Transitioning to electric buses (Actions 5 and 6)

Trialling of electric buses in Joondalup started in February 2022. This has allowed the Public Transport Authority to understand:

- bus charging infrastructure requirements, including the electrical connection and supply requirements
- electric bus duty cycle specifications and operational requirements.

The Public Transport Authority is using this information to work with Western Power and bus suppliers to develop a bus electrification strategy and timetable to progressively electrify its entire bus fleet.

To support this the Australian Government is providing \$125 million funding for electric bus charging infrastructure in Western Australia, which was allocated in the 2022–23 Federal Budget. The State Government will match this funding through investment in the local manufacture of 130 buses to transition the Perth bus network to electric buses and deliver the associated infrastructure upgrades. Contracts were awarded in 2023 and work started on the charging infrastructure at Elizabeth Quay Bus Station. The first of the 18 new electric buses were delivered in mid-2024 and are currently servicing Perth's central business district.

Building on the success of this program, the Government committed in February 2025 to transition the entire Transperth and Transregional bus fleet to locally made electric buses. Under this commitment, the purchase of new diesel buses ceased in mid-2025 with only electric buses to be purchased from this point (**Action 6**). This has been supported by a \$435 million allocation in the 2025–26 State Budget and is estimated to reduce total operating costs, including capital infrastructure by 8 per cent over the next decade.



Information to assist EV consumers (Actions 7–8)

Consumer research has shown that lack of access to information can be a barrier to a consumer's willingness to purchase an EV. In 2023, the State Government provided strategic sponsorship to the Australian EV Association's annual conference and expo. Funding and support were also provided to the WA iDrive conference and expo in 2021, giving consumers the ability to test drive and learn about all things to do with EVs (**Action 8**).

Information has been provided on the websites of Synergy, Horizon Power, Department of Transport and Major Infrastructure, Energy Policy WA and the Department of Water and Environmental Regulation (**Action 7** and **8**) on:

- accessing government rebates
- how and where to charge an EV
- commonly asked questions on how to choose and buy an EV
- costs of owning and running an EV.

In 2021, the Department of Water and Environmental Regulation released [A guide to electric vehicles](#) to provide practical information for fleet managers about features and benefits of EVs within the Western Australian context (**Action 8**).

Increasing supply of EVs to Australia (Action 9)

The State Government, through the Department of Water and Environmental Regulation and the Department of Transport and Major Infrastructure, has been actively engaged with Australian Government agencies on mechanisms to increase the supply of EVs to Australia (**Action 9**) during the development of a draft National Electric Vehicle Strategy. The Commonwealth's New Vehicle Efficiency Standards (NVES) came into effect in January 2025 and will support the sale of lower emitting, more efficient vehicles in Australia.

Charging infrastructure (Actions 10–15)

The State Government is supporting the installation of EV infrastructure to address equity issues and allow anyone travelling around the state to access charging infrastructure.

An additional \$2.9 million was committed in May 2022 for eight extra charging stations across four locations on a section of National Highway One between Norseman and Eucla to ensure Western Australia's EV network extends to South Australia (**Action 10**). This was in addition to the more than \$20 million already committed to build the EV Network in November 2020.

The 110 new EV charging stations across 49 locations along key travel routes became operational in January 2025, marking a significant milestone. At least one DC (direct current) fast charger and one back-up charger has been installed at each location. The DC fast chargers range from 50kW to 150kW depending on the location.

Western Australia's sparse population presents many unique challenges not seen in most other jurisdictions. The WA EV Network required 14 standalone power systems to support remote charging locations. These run on renewable energy with back-up generation to ensure travellers have a reliable charging experience.

In December 2023, the State Government released the Sectoral Emissions Reduction Strategy for Western Australia (SERS). The strategy commits significant investment and tangible actions to support the transition to net zero emissions by 2050. This includes a commitment to develop a statewide strategy for future electric road transport charging infrastructure (**Action 11**).

The SERS also commits to develop a road freight decarbonisation strategy for south west Western Australia in consultation with the road freight sector (**Action 12**). The Department of Transport and Major Infrastructure has engaged a consultancy to undertake this project in 2025. This will include consultation with battery and vehicle manufacturers, assessment of the suitability of technology to different operational 'duty' cycles, analysis of price parity and assessment of charging infrastructure requirements.



The Public Transport Authority will provide 10 charging bays at Mandurah station as part of a trial of EV charging infrastructure at existing train station car parks (**Action 13**). Installation is planned for late 2025.

Additionally, 114 charging bays have been installed across 12 stations: 10 bays each at Yanchep, Alkimos, Eglinton, Morley, Noranda, Ballajura, Whiteman Park, Ellenbrook, Thornlie, Nicholson Road and Ranford Road, and 4 bays at Bayswater.

A further 28 bays are to be provided via the Victoria Park-Canning Level Crossing Removal Project, and Byford Rail Extension Project in 2025.

Data on charger usage will be monitored across the network and will inform the design of future installations.

Additional funds were made available in the May 2022 State Budget for a workplace EV charging grant scheme, with the scheme opening in February 2023. The EV chargers installed under the scheme can be located in a car park at a workplace, or depot to be used by employees, fleet vehicles and visitors to allow them to ‘charge up at work’ (**Action 14**). Eligible businesses can also install chargers for use by customers – for example at tourist destinations, cafes, recreation centres and wineries.

Round three of the Charge Up grants program was open for not-for-profit, small and medium enterprises and local government applications until 30 June 2025. As of 28 July 2025, the program had approved applications for 634 AC chargers and 82 DC fast chargers – of which 486 AC chargers and 49 DC fast chargers were successfully installed – and an additional 137 AC chargers and 151 DC fast charger grant applications were still under assessment.

To make the most of the abundant solar energy in Western Australia, the grant has a strong focus on charging EVs during the day. It seeks to maximise charging opportunities at places Western Australians attend during daytime activities. The grant also seeks to minimise extra electricity use during our already busy evening peak.

Battery technology may not be suited to all classes of vehicle, with hydrogen identified as a possible fuel source for use in long range heavy vehicles in the medium to long term. The Department of Energy and Economic Diversification has partnered with ATCO Gas and Fortescue Future Industries (FFI) through a \$1 million grant to construct and operate the state’s first hydrogen refuelling station (**Action 15**). The facility provides ATCO, FFI and agreed third parties with the opportunity to refuel vehicles capable of using hydrogen as the primary fuel source. ATCO’s hydrogen refuelling station was commissioned in December 2022.

An additional \$2 million in funding has been provided towards a \$32 million hydrogen mobility project at Fortescue Metals Group’s (FMG’s) Christmas Creek mine. Under the project, completed in 2024, FMG constructed a hydrogen refuelling station and deployed 10 hydrogen fuel cell electric buses to replace its diesel bus fleet. The lessons learnt from this project will support plans to reduce reliance on imported diesel across a range of transport modes.

Preparing electricity systems for EVs (Actions 17–19 and 23)

EVs present a significant opportunity to assist in the decarbonisation of the electricity system if their integration is well-managed. Managing the transition to EVs in Western Australia is being done in close coordination with the the Distributed Energy Resources (DER) Roadmap. The DER Roadmap was launched in April 2020 to outline the critical actions required to manage the energy transformation and integrate distributed energy resources, which include EVs, into the power system.



Both Action 17 of the State EV Strategy and Action 16 of the DER Roadmap called for a dedicated EV Action Plan, to minimise risks and maximise benefits to electricity supplies in Western Australia as EVs are adopted at higher levels. The EV Action Plan was launched in August 2021, with its implementation now coordinated by Energy Policy WA within the Department of Energy and Economic Diversification.

The EV Action Plan includes actions to develop tariffs that are attractive to EV owners and encourage them to make best use of midday solar generation (**Action 16, [Distributed Energy Resources Roadmap](#)**). Synergy released both a Midday Saver tariff and an EV Add-on tariff in late 2022, incentivising EV owners to recharge their vehicles in the middle of the day or overnight to better align with renewable energy output and network utilisation utilisation (Figure 5).

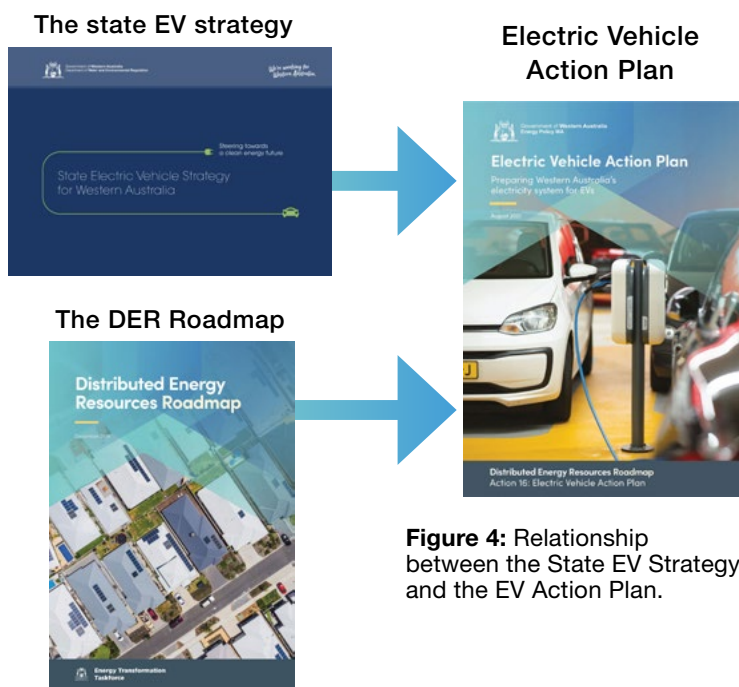
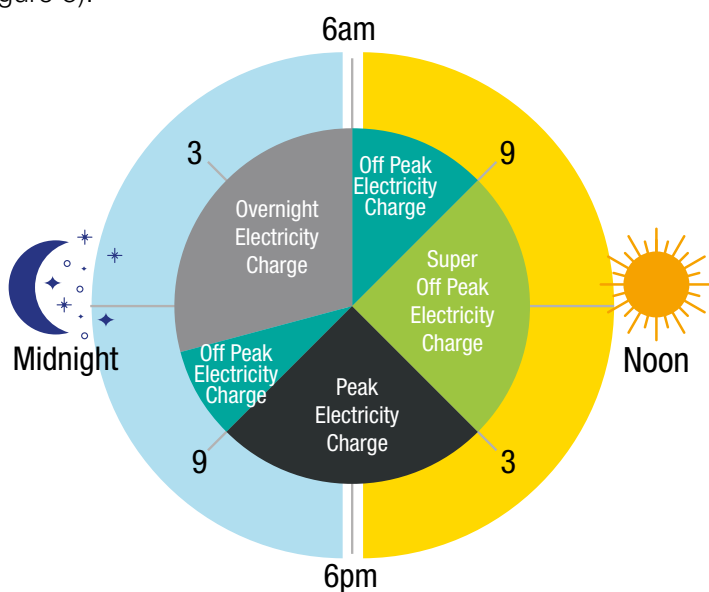


Figure 4: Relationship between the State EV Strategy and the EV Action Plan.



Fee Component	Home Plan	Midday Saver	EV Add On
Supply Charge (per day)	116.0505	129.2269	129.2269
Peak Electricity Charge (c/kWh)	32.3719	53.8446	53.8446
Off Peak Electricity Charge (c/kWh)	32.3719	23.6916	23.6916
Overnight Electricity Charge (c/kWh)	32.3719	23.6916	19.3841
Super Off Peak Electricity Charge (c/kWh)	32.3719	8.6151	8.6151

Figure 5: Synergy tariffs encouraging EV owners to maximise use of renewable energy (Source: [Synergy website](#) August 2025)

Central to the EV Action Plan and the State EV Strategy is understanding EV uptake projections and modelling their impacts to allow for proactive planning for network upgrades (**Actions 18 and 19**). Network modelling has been led by Western Power via their grid transformation engine (GTEng) modelling tool, which identifies future constraints within the distribution network in the South West Interconnected System associated with changing load patterns. The use of this tool to plan for future EV uptake will be an important component of the State EV Strategy to allow for the accelerated transition to lower-carbon road transport.

The GTEng modelling has been undertaken and will continue to improve as knowledge of charging behaviours increases. It allows Western Power to plan and budget for network upgrades based on EV uptake projections and different policy settings. For example, independent research commissioned by Energy Policy WA provides insights on residential charging behaviour and motivations of Western Australian EV owners. The report identifies policy options to manage how EVs interact with the power system, such as remote charging management trials to collect data on charging behaviours to assess the impact on the grid and trialling

aggregation services (e.g. virtual power plants or VPPs) and bi-directional (e.g. vehicle to grid – V2G) charging.⁸ Insights from this report have been used to refine GTEng modelling scenarios and the benefits of different policy measures have quantified with use of the model.

While this action has been marked as ‘Complete’, the model will continue to be refined as it is used for network planning purposes.

To assist with the connection and integration of EVs into their power networks, Horizon Power has developed a Smart Connect EV tool released in 2024. This online portal enables:

- customers to initiate their EV supply equipment installation application
- electrical contractors to provide details of the installation to Horizon Power, including the location, EV charger model and power capacity, among other things.

Smart Connect EV will allow Horizon Power to track the installation of EV charging equipment and, in so doing, will support ongoing network demand forecasting and infrastructure planning activities.

Vehicle to Grid (V2G)

The charging of EVs can interact with the power system and potentially be remotely managed in similar ways to other Distributed Energy Resources (DER), such as pool pumps, home batteries and rooftop solar. Orchestrated DER, acting as a virtual power plant (VPP), will in future be able to provide network and system services and could allow payment to customers for provision of those services.

The State Government’s flagship DER program, Project Symphony, completed in 2024, established and tested the systems required for virtual power plants (VPPs). Following the Project Symphony pilot, the Australian Renewable Energy Agency (ARENA) contributed \$20.8 million in funding to the \$108 million Project Jupiter, to enable the commercial operation of VPPs at scale. Project Jupiter will put in place the technical infrastructure and energy market reforms needed so commercial VPPs can operate at scale, including support for V2G technologies as they mature and become more affordable to consumers.

⁸ www.wa.gov.au/government/announcements/ev-action-plan-publication-of-wa-ev-charging-behaviour-research-report

V2G technologies are still relatively expensive and in an early stage of development, which limits their potential for broad adoption at the current time. In the meantime, Energy Policy WA is doing further analysis to determine the need for additional pilots or trials focusing on EVs.

The *Electricity Industry Amendment (Distributed Energy Resources) Act* was enacted in March 2024 to amend legislative heads of power and enable regulatory frameworks that support efficient and effective integration of customer energy devices with the grid, including EV charging equipment.

Western Power’s Basic Embedded Generator Connection Technical Requirements were updated in late 2023 to specify connection requirements for EVs wanting to feed electricity back into the grid (**Action 19**). Western Power has completed its EV Strategy and Roadmap that aims to support the projected uptake of EVs and harness its technology potential to support the grid. The EV Strategy and Roadmap has three key pillars:

1. **EV Charger Connection** – achieve the consistent and timely connection of commercial EV fast chargers in the near term and all mounted EV chargers in future.
2. **EV Grid Impact** – ensure that the grid can support EV charging by employing a combination of network (grid upgrade) and non-network (alternatives, non-infrastructure) solutions.
3. **EV Innovation** – innovate to unlock the potential of EV as an energy resource, and support key stakeholders through knowledge sharing to enable an efficient, system-wide transition to EVs.

Horizon Power commenced an EV orchestration trial in April 2024. Western Australia’s regional energy provider conducted the trial – which was WA’s first trial of Vehicle-to-Grid (V2G) capability to test the capability of its DER management system and to allow EVs to act as mobile energy storage solutions. The trial was completed at the end of March 2025.

Further work underway will ensure alignment on initiatives of the [National EV Strategy](#) and the [National Consumer Energy Resources Roadmap](#). A key joint output of these, the [National Roadmap for Bidirectional EV Charging](#), released in February 2025, outlines the critical path to



achieving commercial adoption of bi-directional charging, including for self-consumption or V2G, in Australia by 2030.

Commercial EV charging regulation (Action 23)

Action 23 requires Energy Policy WA to undertake a comprehensive review and to consult on future regulation of EV charging stations. The review is to consider the most appropriate regulatory option for providers of EV charging stations, including regulation under the Alternative Electricity Services (AES) registration framework, which was created in April 2024.

Energy Policy WA is currently undertaking significant work to consider the regulation of embedded networks and on-site power supply arrangements under this framework, with EV charging to be considered after this process has concluded. Any consideration to regulate services under the AES framework will be subject to a Consultation Regulatory Impact Statement process to carefully balance the need to offer electricity rights to customers with consideration of any additional regulatory burden on providers.

In 2024, Energy Policy WA published an information paper: [Extension of licence exemptions for electric vehicle charging station services – 2024 to 2027](#). The extension is intended to provide time to work with consumers and industry to consider the potential for AES code obligations for operators of EV charging stations.

Working with Australian jurisdictions on standardisation (Actions 20 and 24)

Energy Policy WA, the Department of Transport and Major Infrastructure, Main Roads WA and the Department of Water and Environmental Regulation participate in issue-specific interjurisdictional working groups to ensure consistency in the development and implementation of Action 20, including:

- standards for EV plugs for charging infrastructure
- national interoperability standards for charging infrastructure, such as common open-payment platforms and motorist accessibility
- guidelines to support installation of EV charging and refuelling infrastructure
- guidelines to make buildings and other accommodation 'EV ready'
- guidance material on options to retrofit EV charging points in existing buildings via the Australian Building Codes Board and Standards Australia
- data sharing and exchange standards for vehicle charging and energy data, while preserving personal privacy and commercial confidentiality
- land use planning guides and standards related to fuel and service stations to support establishment of EV infrastructure.

Minimum operating standards have been agreed nationally for government supported public EV charging infrastructure, which address items a), b), c) and f) of the above. These are available on the website of the [Department of Climate Change, Energy, the Environment and Water](#) and address expectations for: number of charging points; connector (plug) types; minimum availability (uptime); payment; pricing; publicly available data; customer support services; interoperability; universal accessibility; safety.

Progress in implementing the remaining items of Action 20 is reported separately throughout this Progress Report.

The Department of Transport and Major Infrastructure is leading the work to update the Road Traffic (Vehicles) Regulations 2014 to include a requirement for EV signage on vehicle licence plates (**Action 24**). Drafting is currently underway with the intention of introducing the requirement for EV labels on 1 January 2026.

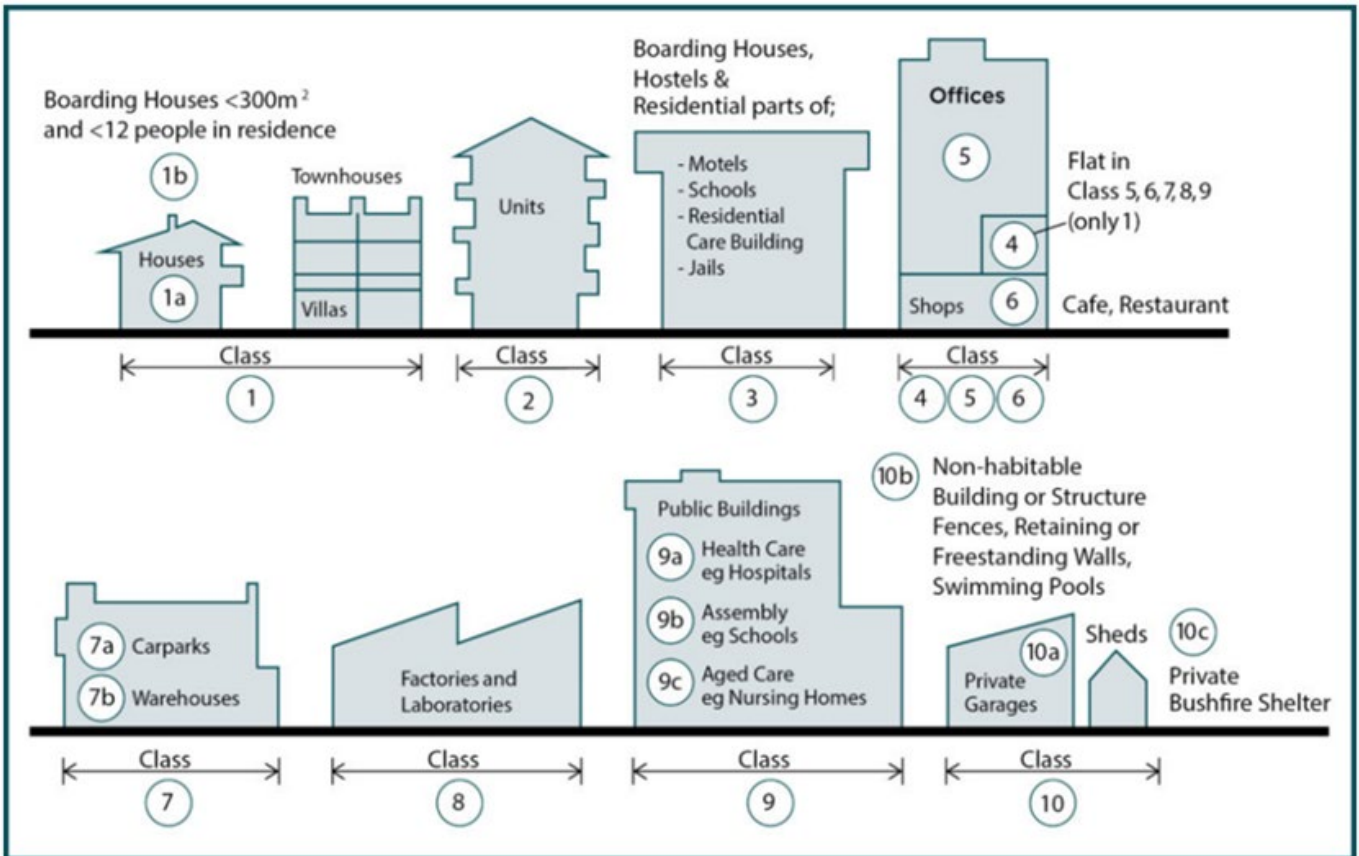


Figure 6: Building classes under the National Construction Code.

Planning and buildings becoming EV ready (Actions 16, 21 and 22)

The State Government has committed to cut its own emissions by 80 per cent below 2020 levels by 2030 as an interim step towards the state’s 2050 whole-of-economy zero emissions target. Preparing government buildings for EVs will be an important step in this process (**Action 16**).

An Architectural Services Brief defines the scope of service for an architectural firm designing the majority of non-residential government buildings. Amendments to that document have been made to:

- ensure all agencies have considered EV charging in their briefs
- enable definitive discussions with those agencies as and when new projects arise
- assist agencies to mandate their EV requirements
- specify EV charging infrastructure in the construction documents.

As of June 2025, State Government agencies had installed more than 137 EV chargers to support fleet transition across government sites.

The Department of Local Government, Industry Regulation and Safety has supported amendments to the National Construction Code (NCC) to include a requirement that new buildings are EV ready. The Australian Building Codes Board revised the NCC in 2022 to enable Classes 2, 3, 5, 6, 7b, 8 or 9 buildings to be easily fitted with DER equipment such as EV charging infrastructure as EVs become more common in the future⁹ (refer to Figure 6 for an explanation of building classes).

Electrical distribution boards dedicated to EV charging must be installed in new buildings to allow for occupants to install future EV charging equipment. The Western Australian Building Regulations 2012 have been amended, making these provisions available for voluntary adoption

⁹ The relevant Performance Requirement is J1P4 and the specific Demand to Satisfy requirements are provided in Clause J9D4 of Volume One. The electrical distribution boards will need to be sized to support the future installation of a 7 kW (32 A) type 2 EV charger in:

- 100 per cent of the car parking spaces associated with a Class 2 building
- 10 per cent of car parking spaces associated with a Class 5 or 6 building, or
- 20 per cent of car parking spaces associated with a Class 3, 7b, 8 or 9 buildings.

Additional details can be found at ncc.abcb.gov.au/editions/ncc-2022/adopted/volume-one/j-energy-efficiency/part-j9-energy-monitoring-and-site-distributed-energy-resources



in Western Australia from 1 May 2023, with their mandatory application starting from 1 May 2025 (**Action 21**).

EV charging infrastructure will be progressively installed by a mixture of local governments, State Government and private companies. How and where this is installed and integrated within planning schemes will need to be considered. The Department of Planning, Lands and Heritage,

on behalf of the Western Australian Planning Commission, released the [*Electric Vehicle Charging Infrastructure Position Statement*](#) (**Action 22**) in March 2024. The Policy Statement applies to all EV charging infrastructure proposals across Western Australia and provides general guidance to local government in the preparation of local planning policies.



Developing battery and hydrogen industries (Actions 25–27)

Western Australia has large reserves of minerals used in the manufacture of rechargeable batteries, including large quantities of lithium, nickel, cobalt, manganese and alumina. It also produces non-battery minerals used in the manufacture of EVs and energy storage systems, including rare earth elements that are necessary for production of electric motors.

To leverage the significant opportunities available to Western Australia, in 2024 the Department of Jobs, Tourism, Science and Innovation¹⁰ released [Western Australia's Battery and Critical Minerals Strategy 2024–2030](#) which replaced the previous Future Battery Industry Strategy. While focused on growing the state's mineral processing and refining industries, the battery strategy also recognises Western Australia's potential to capitalise on our existing advantages to develop a battery manufacturing industry (**Action 25**).

\$50 million was allocated in the 2025–26 State Budget for a [Local Battery Manufacturing Program](#). Eligible WA battery manufacturers will be able to access a \$30 million grants program to grow their capacity to provide competitive residential battery products to local and international markets. Grants will be up to \$10 million and must be matched dollar for dollar by the proponent. The package also includes \$20 million for low-interest loans or provision of State Government land to encourage industry to make major new investments in technology and expanded production facilities.

The Department of Water and Environmental Regulation has established the [E-waste Infrastructure Grants](#), which have resulted in a grant to Envirostream Australia to build capacity for recycling WA's end-of-life lithium ion batteries. This included a \$852,963 grant to establish a battery sorting and dismantling facility in Western Australia with a recycling capacity of more than 1,500 tonnes per year, reducing current recycling costs for customers (**Action 27**).

The decarbonisation pathway for some transport sectors is still uncertain. It is possible that heavy freight, long-haul transport, and some mining applications will use hydrogen as a fuel source.

The Department of Jobs, Tourism, Science and Innovation¹¹ updated and released [Western Australia's Renewable Hydrogen Strategy 2024–2030](#) in 2024 (**Action 26**) with a new Action Plan to develop Western Australia into a leading producer, user and exporter of renewable hydrogen, products and technologies enabling local and global decarbonisation. The Western Australian government is actively supporting public-private collaboration on renewable hydrogen transport end uses, such as heavy freight, long haul and shipping.

The state has announced an initial \$10 million in funding to support hydrogen fuelled transport. A \$10 million grant has been awarded to Woodside Energy to develop their Hydrogen Refueller H2Perth project.

The proposed project will set up a renewable hydrogen production, storage and refuelling facility at the company's H2Perth site in the Rockingham Industrial Zone. The project will support early adoption of hydrogen vehicles by multiple operators, who are collaborating with Woodside Energy. Woodside Energy also plans to lease and refuel two Hyundai Nexo vehicles at the refuelling facility.

The public refuelling station is expected to be operational towards the end of 2025. Once operational, the project is expected to produce about 235 kg of hydrogen per day, with the potential to scale up to a targeted 800 kg per day and supply more than 50 vehicles.



¹⁰ Now known as the Department of Energy and Economic Diversification

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