

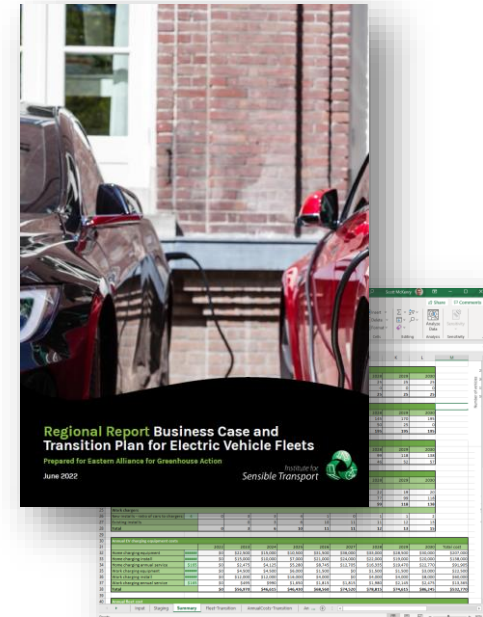


Summary - EV Fleet Transition Plan & Business Case

September 2022

Summary

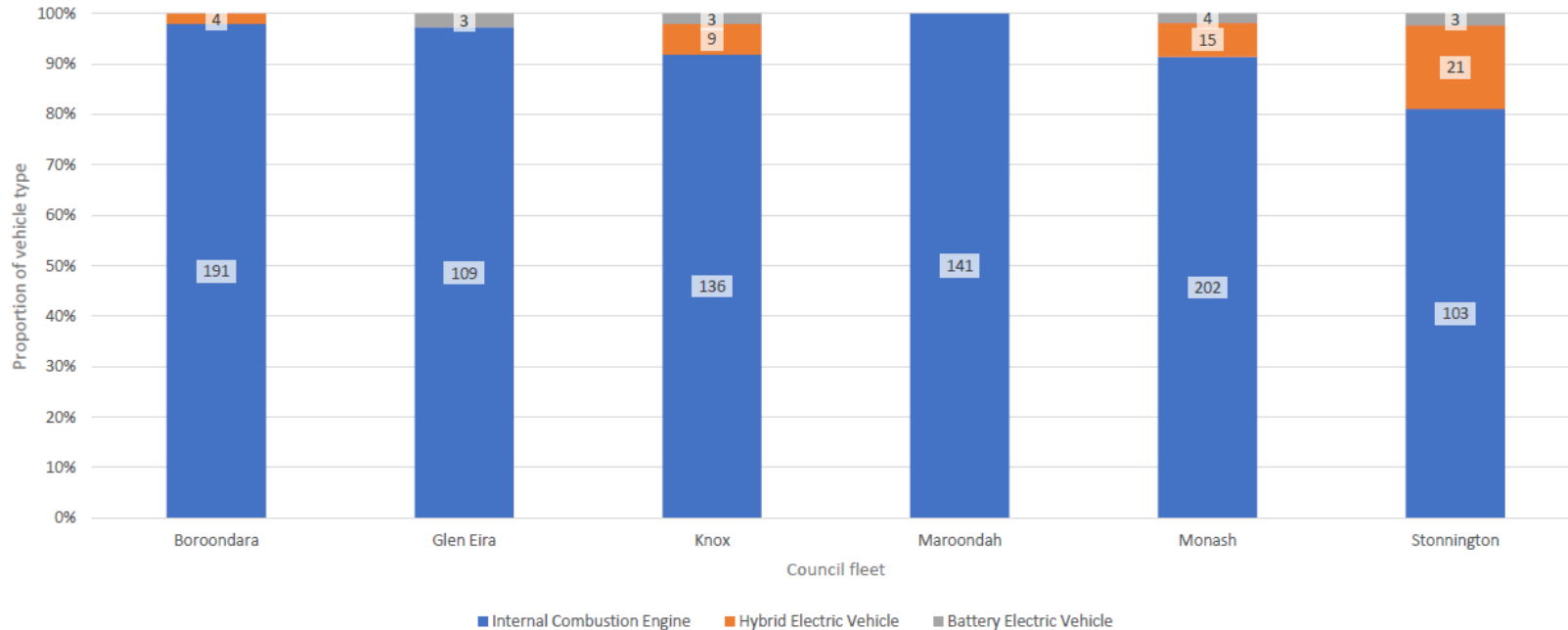
- › Objectives
 - › Fast track the uptake of EV and support zero net emission by 2030
 - › Build organisational capability to incorporate financial, social and environmental costs into decision making
- › Outputs
 - › Regional report
 - › Council reports x 6
 - › Tools for fleet analysis
- › Six councils involved
- › Institute for Sensible Transport engaged as consultant



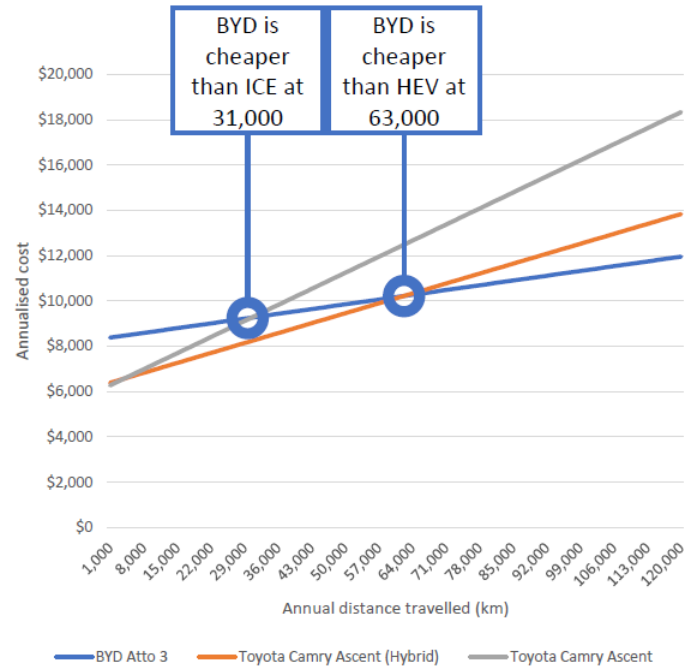
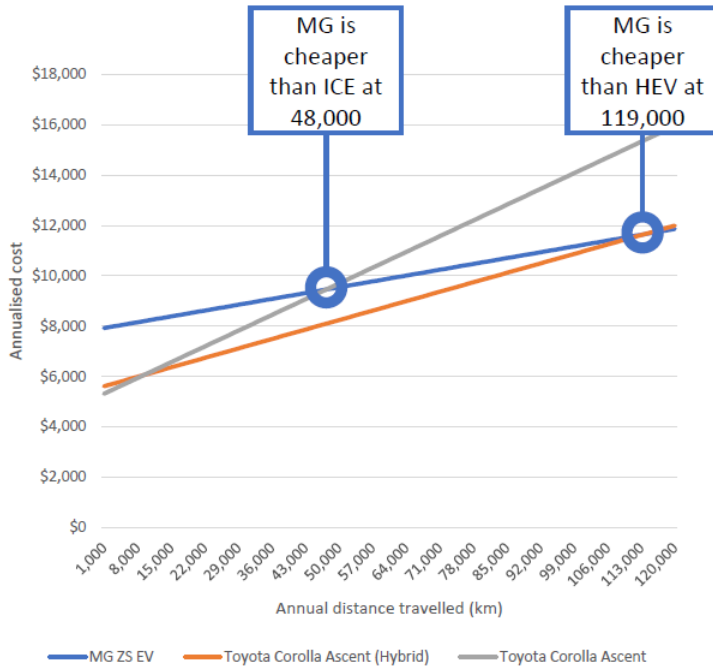
Cost of transition is 16.7% higher (av)

Council	Costs to 2030 vs business as usual (based on 2022 prices)	Rate of transition (EV/yr)
Boroondara	+19.4%	24
Glen Eira	+14.5%	13
Knox	+10.0%	19
Maroondah	+15.0%	17
Monash	+18.2%	27
Stonnington	+23.5%	15
Yarra Ranges **	+11.3%	TBC

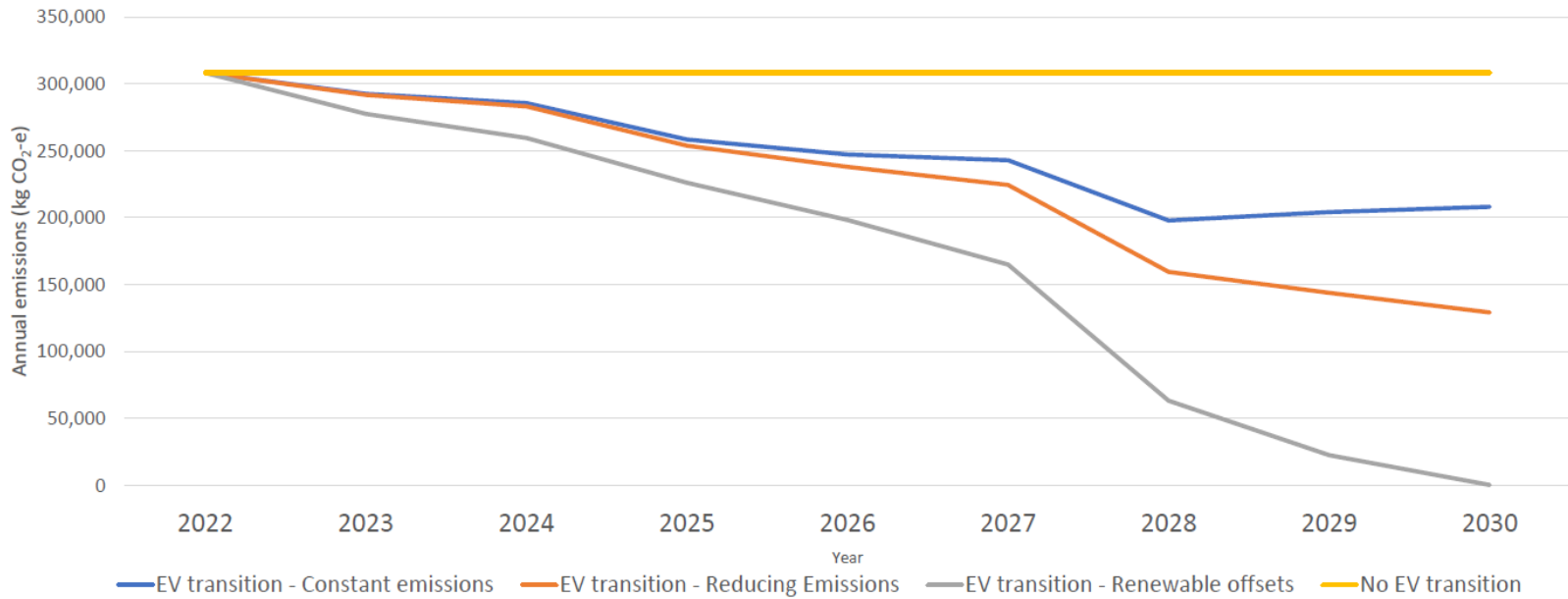
Over 80% of EAGA's fleet is ICE



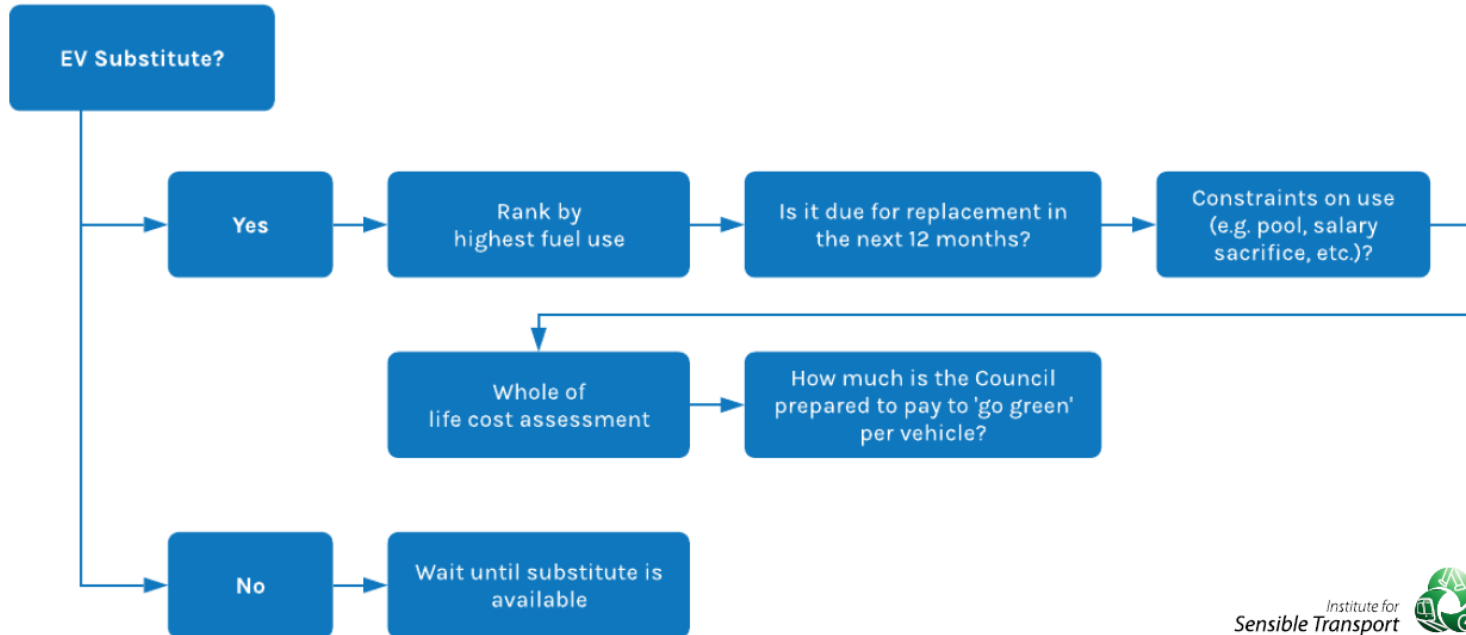
Costs & travel distance barriers



Emissions from fleet ~500t per council



Transition pathway



Findings

- › EAGA councils are at the beginning of the EV transition, with just 13 of 944 vehicles battery electric
- › The cost premium for electrifying council fleets is just ~17% more than business as usual (based on today's costs) but this is expected to change over time
- › Councils should focus on light passenger vehicles in the near term, where there are good electric replacement options, and reassess options for light commercial vehicles in 2026
- › There are limited fit-for-purpose options and supply challenges for heavy vehicles, however federal grant funding is available to assist councils bridge the cost gap and to undertake trials
- › Councils may need to develop policy for commuter EVs and home charging to ensure vehicles are charged with 100% renewable energy