

# EV Charging Policy Review Executive Summary



## The Problem

The unequal access to residential electric vehicle (EV) charging hinders government goals for EV adoption and decarbonisation. This issue particularly affects renters and multi-unit dwelling (MUD) residents, who have limited home charging options and lack specific supportive policies. As a result, these groups must rely heavily on less convenient public charging facilities, which may be less cost-effective and potentially restrict their daily schedules and destination options.

## The Project

Electric Vehicle Charging Access for Renters and Multi-unit Dwelling Residents is a cross-disciplinary project between the University of Melbourne's Faculty of Engineering and Information Technology (FEIT) and Faculty of Architecture, Building and Planning (ABP). The project is funded by the ABP-FEIT Collaborative Research Grant and it aims to investigate residential EV charging policy and service model gaps from multi-stakeholder perspectives.

The project employs various activities to assess the state of EV charging policy in Australia, the state of practice in EV charging provision (particularly in residential settings), and the state of EV charging access process in MUDs. We focus on understanding key stakeholders' perspectives on planning and implementing charging solutions for renters and MUD residents (target users). The project consists of five phases: policy review, stakeholder workshop, target user focus groups, expert interviews, and dissemination workshop/webinar.

## The Policy Review

We reviewed EV charging policies across Australian states and territories. This review evaluated policies using our previously developed EV charging capabilities (EVCC) framework<sup>1</sup>, which applies a comprehensive social justice lens. The EVCC framework incorporates three key principles: distribution justice (equitable infrastructure allocation), recognition justice (acknowledging diverse user circumstances), and procedural justice (inclusive decision-making processes). Charging capabilities refer to users' potential to effectively charge their EVs given their charging resources and distinct contexts.

By evaluating the EV charging policies using a social justice perspective, we were able to capture measures that help address charging access challenges and identify areas where policies can be enhanced, especially for charging disadvantaged users like renters and MUD residents.

Our policy review examined EV charging policies from both macro and micro levels. We analysed state and territory EV strategies and action plans using the EVCC framework as a guiding typology to identify broad policy gaps and opportunities. We then focused on Victoria's (VIC) residential EV charging legislation and guidelines to understand the complexities of residential charging for renters and MUD residents.

<sup>1</sup> Malabanan, Isrrah and Lavieri, Patricia and Mateo-Babiano, Iderlina, Electric Vehicle Charging Disadvantage: A Social Justice Perspective on Charging with Implications to Accessibility (September 16, 2024). Available at SSRN: <https://ssrn.com/abstract=4969072> or <http://dx.doi.org/10.2139/ssrn.4969072>

## The Findings

Our review reveals that at the macro level, while progress has been made, more comprehensive and targeted policies are needed for equitable charging access.

- States have initiated funding grants for charging installations, but targeted support for low-income households and MUD communities remains insufficient.
- Inclusive design policies for people with disabilities exist for public charging infrastructure but are lacking for private settings.
- Some states consider user convenience in infrastructure planning, but clearer policies are needed to promote flexible energy use (e.g., off-peak charging and load management) and minimise disruptions to users' routines (e.g., charging facilities at frequented destinations).

At the micro level, using VIC as a case study, our analysis highlights significant challenges in providing residential charging for renters and MUD residents.

- VIC's Owner's Corporation Act lacks clear provisions for EV charging which makes decision-making difficult for charging infrastructure requests in MUDs.
- The absence of 'right-to-charge' laws (which would prevent undue refusal of charging installation requests meeting certain conditions) and clear stakeholder guidelines complicates the installation and operation of charging infrastructure in rental properties and MUDs.
- Implementing targeted grants, comprehensive guides, and lowered voting thresholds for approving EV charging installations could significantly improve charging access for renters and MUD residents.

## Next Steps

The policy review insights shape our subsequent project activities in several ways: (1) they inform discussion topics for upcoming user focus groups and stakeholder interviews, allowing us to explore specific policy areas requiring clarification; and (2) the review helps identify key actors, informing our selection of participants for the focus groups and interviews. By combining policy analysis with stakeholder input, we seek to bridge the gap between current policies and real-world needs, ensuring our final recommendations are both practical and effective to improving charging access for our target users: renters and MUD residents.

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Our paper on the policy review is available in the proceedings of the Australasian Transport Research Forum: [https://australasiantransportresearchforum.org.au/wp-content/uploads/2025/02/ATRF2024\\_Abridged\\_59-2.pdf](https://australasiantransportresearchforum.org.au/wp-content/uploads/2025/02/ATRF2024_Abridged_59-2.pdf)

More information about the project can be found on the project website: <https://infrastructure.eng.unimelb.edu.au/research/civil/electric-vehicle-charging-access-project>

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