



Queensland

# Electric Vehicle Youth Act 2021

Youth Act No. 5 of 2021

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**A Youth Bill for a Youth Act to support the uptake of electric vehicles in Queensland and to support a manufacturing industry for electric vehicle components in Queensland.**

**[Assented to 13 October 2021]**





Queensland

# Electric Vehicle Youth Act 2021

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**The Youth Parliament of Queensland enacts—**

## **Part 1 Preliminary**

### **1 Short title**

This Youth Act may be cited as the *Electric Vehicle Youth Act 2021*.

### **2 Commencement**

This Youth Act commences on a day to be fixed by proclamation.

### **3 Main purpose of Youth Act**

The main purposes of this Act are—

- (a) to accelerate the consumer, commercial and government adoption of electric vehicles through incentives and tax reforms; and
- (b) to provide infrastructure targets for a growing user-base of plug-in electric vehicle users; and
- (c) to support the manufacturing industry for electric vehicle components in Queensland.

### **4 Definitions**

In this Youth Act—

*battery electric vehicle*, or BEV, is a type of vehicle that runs only on electricity using a battery. It is a type of plug-in vehicle and is colloquially referred to as an electric vehicle.

*fuel cell electric vehicle*, or FCEV, is a type of vehicle that runs on hydrogen, using fuel cells to convert into electricity

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for use with an electric motor. Fuel cell vehicles are not plug-in vehicles as they rely on hydrogen alone.

*hybrid electric vehicle*, or HEV is a type of vehicle that uses a petrol engine and electric motor in conjunction to run. Traditional hybrid vehicles use only petroleum to operate, thus they are not plug-in vehicles.

*internal combustion engine vehicle*, or ICEV, are traditional light and heavy vehicles that contain combustion engines running on petrol, diesel, ethanol, or another equivalent fuel. ICEV's can include HEVs or PHEVs, although in most cases it refers to vehicles with an internal combustion engine alone.

*plug-in hybrid electric vehicle*, or PHEV is a type of vehicle that uses a petrol engine and electric motor in conjunction to run, while allowing the ability to plug-in and run on electricity alone. They are the plug-in alternative to traditional hybrid vehicles, allowing the user to run off petrol, electric, or both.

*plug-in vehicle* is a type of electric light vehicle that can plug into external sources of electricity. Similarly, plug-in vehicles have the capability to run from electricity alone.

## **Part 2 Adoption of electric vehicles**

### **5 Preliminary**

The purpose of this part is to limit the amount of ICEV in Australia by—

- (a) regulating the sale of new and owned ICEVs; and
- (b) regulating the recycling or converting of ICEVs; and
- (c) regulating the ownership of ICEVs.

### **6 Regulating the sale and distribution of new light ICEVs**

- (1) The production of new light ICEVs will be prohibited from the date of commencement.

- (2) The sale of new light ICEVs will be prohibited from January 1st, 2025. Vehicles prohibited include, but are not limited to—
  - (a) sedans;
  - (b) hatchbacks;
  - (c) utility vehicles;
  - (d) motorcycles.

## **7 Regulating the sale and distribution of new heavy ICEVs**

- (1) The production of new heavy ICEVs will be prohibited from the date of commencement.
- (2) The sale of new heavy ICEVs will be prohibited from 1 January 2030

## **8 Regulating the second-hand market for ICEVs**

The sale of light and heavy ICEVs in the second-hand market will be prohibited from 1 January 2030.

## **9 Reducing the amount of ICEV's**

- (1) Recycling facilities and supporting infrastructure must be constructed by 1 January 2040.
- (2) All ICEV must be recycled by 1 January 2060.
- (3) The recycling of ICEVs must be undertaken by a professional recycling facility approved by the Department.
- (4) ICEVs which no longer run or are damaged must be recycled.
- (5) ICEVs may be excepted from recycling if the vehicle is converted into an EV.
- (6) The registration of any ICEV will be prohibited, commencing 1 January 2050.
- (7) Exception may be made for vintage cars or unless if no reasonable option is available.

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## **10 Government transition to electric vehicles**

- (1) The State Government must meet minimum targets for new light vehicle purchases, which include but are not limited to—
  - (a) before 1 January 2030, a minimum share of 80 percent of all new light vehicle purchases must be either BEVs or PHEVs, with a minimum 80 percent share of new vehicles purchased to be BEVs; and
  - (b) on 1 January 2030 and onward, all new light vehicle purchases must be either BEVs or PHEVs, with a minimum 80 percent share of new vehicles purchased to be BEVs.
- (2) The State Government must meet minimum targets for the conversion or retirement of existing vehicles to either BEVs or PHEVs, which include but are not limited to—
  - (a) between the date of commencement and 1 January 2030, one third of all light government vehicles in operation must be either BEVs or PHEVs, with at least 20 percent of these being BEVs.
  - (b) between 1 January 2025 and 1 January 2040, 70 percent of all light government vehicles in operation must be either BEVs or PHEVs, with at least 50 percent of these being BEVs.
  - (c) after 1 January 2050, there must be full adoption of BEVs and PHEVs for light vehicles, with at least 80 percent of these being BEVs.
- (3) All heavy vehicles, including emergency service vehicles, must be converted into BEVs, PHEVs, or FCEVs by 1 January 2050 unless no reasonable option is available.
- (4) The roll out of EV legislation must be staggered based on the remoteness of the area.
- (5) Staggering will be rolled out over 5 levels of remoteness, based on the Australian Bureau of Statistics' rural and remote area classification areas.
- (6) Major Cities areas are covered by this Act from the date of commencement.

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- (7) Inner Regional areas are covered by this Act from 1 January 2025.
  - (8) Outer Regional areas are covered by this Act from 1 January 2030.
  - (9) Remote areas are covered by this Act from 1 January 2040.
  - (10) Very Remote areas are covered by this Act from 1 January 2045.

## **Part 3                      Incentivising purchasing**

### **11            Adjustment of government duties**

- (1) The following duties applicable to light and heavy vehicle purchases and registration must be adjusted for BEVs, PHEVs, and FCEVs—
  - (a) vehicles priced higher than \$80,000 must be charged registration fees of \$2 for every \$100 above the threshold for BEVs and FCEVs, and \$3 for every \$100 above the threshold for PHEVs; and
  - (b) all values mentioned in subclause (a) are indexed to the CPI value determined by the Australian Bureau of Statistics, based on the initial commencement date of the Act.
- (2) The outlined adjustments in duties for BEVs, FCEVs and PHEVs vehicles must be maintained until 1 July 2050, or until 50 percent of new vehicle sales in Queensland are eligible for the tax adjustments, whichever comes first.

### **12            Implementation of vehicle subsidies**

- (1) All consumer and commercial light vehicle purchases in Queensland below \$80,000 must attract government cash-incentives, indexed by the CPI value determined by the Australian Bureau of Statistics.



- (a) to form strategic partnerships between the Department and private sector stakeholders from the electric vehicle industry;
- (b) to advise the Electric Vehicle Manufacturing and Innovation Commission on the provision of funding to establish and support an ongoing electric vehicle manufacturing industry in Queensland under the Electric Vehicle Manufacturing and Innovation Initiative by—
  - (i) advising on which businesses or organisations are eligible and warrant the provision of financial support under the Electric Vehicle Manufacturing and Innovation Initiative; and
  - (ii) advising on the amount of financial support necessitated by the eligible and warranted business or organisation under the Electric Vehicle Manufacturing and Innovation Initiative
- (c) to advise on policy ideas regarding the establishment and support of an electric vehicle manufacturing and innovation industry in Queensland to the Minister under the Electric Vehicle Manufacturing and Innovation Initiative.
- (d) to create a state-wide survey, called the Electric Vehicle Innovation Survey.
- (e) The Electric Vehicle Innovation Survey must:
  - (i) ask residents what features they would deem essential in a vehicle to create a generalised idea of the population's requirements.
  - (ii) determine where the participant is located on the five levels on the rural and remote area classification published by the Australian Bureau of Statistics.
  - (iii) be presented to manufacturers of electric vehicles to advise on the production and sale of electric vehicles to best fit the public interest.

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## **15 Composition of the Council**

- (1) The Council consists of 7 members appointed by the Minister and voted by a two-thirds majority of the House.
- (2) The Minister may appoint a person as a member if satisfied the member has expertise in—
  - (a) electric vehicle manufacturing; or
  - (b) innovation related to electric vehicles; or
  - (c) another area the Minister considers relevant to the performance of the Council’s functions.
- (3) The Minister must ensure the membership of the Council—
  - (a) is without any conflict of interest regarding their position on the Council; and
  - (b) does not include a majority of persons who are public service employees.

## **16 Establishment of an Electric Vehicle Manufacturing and Innovation Commission**

An Electric Vehicle Manufacturing and Innovation Commission is established.

## **17 Functions of the Commission**

The function of the Electric Vehicle Manufacturing and Innovation Commission is to—

- (a) assess applications for financial support under the Electric Vehicle Manufacturing and Innovation Initiative;
- (b) administer financial support to eligible entities under the Electric Vehicle Manufacturing and Innovation Initiative, on the recommendation of the Electric Vehicle Manufacturing and Innovation Advisory Council, which, as judged by the Commission—

- (i) demonstrate a capacity and capability to manufacture electric vehicles or parts and components specific to electric vehicles; and
  - (ii) demonstrate a capacity and capability to innovate in the industry of electric vehicles; and
  - (iii) demonstrate a commitment to a process of electric vehicle manufacturing and innovation that is sufficiently environmentally sustainable, and promotes a reduction in greenhouse gas emissions; and
  - (iv) demonstrate a commitment to innovation which promotes the progressive development of an environmentally sustainable electric vehicle manufacturing industry; and
  - (v) demonstrate a willingness to favour hiring and training workers made redundant by job cuts caused by the transition away from fossil fuel powered vehicles; and
  - (vi) demonstrate a proactive commitment to supporting and contributing to the Queensland electric vehicle manufacturing and innovation industry.
- (c) assist in the establishment of electric vehicles or electric vehicle specific component manufacturing micro-factories in cities or regional areas by—
- (i) encouraging the purchase and regeneration of existing manufacturing facilities to be used by businesses or organisations to manufacture electric vehicles or electric vehicle specific components; and
  - (ii) where necessary, under the council’s judgement, purchasing and regenerating existing manufacturing facilities for businesses or organisations to manufacture electric vehicles or electric vehicle specific components as an aspect of the financial support provided under the Electric Vehicle Manufacturing and Innovation Initiative.

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## **18 Composition of the Commission**

The Electric Vehicle Manufacturing and Innovation Commission is an agency of the Department.

## **19 Functions of the Electric Vehicle Manufacturing and Innovation Initiative**

The Electric Car Manufacturing and Innovation Initiative must provide necessary funds from the Department to establish and support qualifying electric vehicle manufacturing and innovation entities in Queensland.

# **Part 5 Electric vehicle Infrastructure**

## **20 Establishing public charging stations**

- (1) The State must establish, if none already exist, charging stations in the following regions—
  - (a) at intervals along National Highway A2; and
  - (b) at intervals along State Route 49; and
  - (c) at intervals along National Route 79; and
  - (d) at intervals along National Route 83; and
  - (e) at intervals along the Leichhardt Highway (Route A5); and
  - (f) at intervals along the Mitchell Highway (Route A71).
  - (g) at intervals along Flinders Hwy (State Hwy A6).
- (2) The State must convert the existing infrastructure of fossil fuel petrol stations to EV charging stations.
- (3) The State must ensure that an adequate amount of fossil fuel stations are available for ICEV drivers to have access to during the transition period.
- (4) All public charging stations must be able to support AC trickle charging, AC fast charging and DC rapid charging.

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- (5) All public charging stations must be able to be powered by Renewable Energy Credits (REC) such as wind and solar power.
  - (6) The State may offer subsidies to assist privately owned companies with building new EV charging stations.
  - (7) The State must meet the following targets to ensure all government-owned public charging stations are powered by Renewable Energy Credits (REC)—
    - (a) from the date of commencement, the State must not establish any new majority publicly owned power stations powered by non-renewable fossil fuels; and
    - (b) By 1 January 2030, the State must establish 50 new public charging stations that are powered by REC, with a minimum of 15 being in remote regions of Queensland and 10 in private places such as workplaces.
    - (c) by 1 January 2030, all public charging stations that are powered by non-renewable energy sources must be converted to REC.

## **21 Advertising of charging stations**

- (1) All public charging stations must be clearly advertised, with clear and visible signage on roads.
- (2) The State must design and establish consistent signage to indicate the presence of an EV charging station.
- (3) The State must replace current signage to be consistent with the new design.
- (4) The State must provide access to maps of EV charging stations that do not need to be accessed via the Chargefox or PlugShare apps.
- (5) The State must provide a website which explains the transition to EVs and which states the locations of charging stations and any other information deemed necessary for using charging stations.

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- (6) The State must educate the general population with information regarding the transition to EVs and the importance of this transition.

## **22 Supporting charging at home and at work**

- (1) EV charging infrastructure must be integrated into the standard building-design plans of new buildings, with special consideration given to apartment blocks, ensuring—
  - (a) the building’s electrical system can support many outlets and charge points; and
  - (b) charging stations are integrated into parking spaces; and
  - (c) both AC and DC charging is available.
- (2) The State must establish a new standard for building design plans that will accommodate at-home EV charging.
- (3) Buildings that cannot support the standard of outlets and charge points required must be upgraded to accommodate new EV charging infrastructure.
- (4) The State will be required to meet the following targets—
  - (a) the State must establish charging stations in all State-owned buildings by 1 January 2035; and
  - (b) the State must establish charging stations in all State workplaces by 1 January 2040.