Fact Sheet:

Electric Vehicles

Issue Date: April 2026

Effective for the 2024-2029 Regulatory Control Period
(1 July 2024 – 30 June 2029)

Introduction

As the distribution network service provider (**DNSP**) in Tasmania, TasNetworks has a responsibility to develop network tariffs that best meet the needs of our customers now and into the future. There are several considerations that go into developing a network tariff, such as understanding customer behaviour, and predicting technologies that may become available and their impacts on the network.

The global market for electric vehicles (**EVs**) has developed at a rapid rate in the last decade. Societal and political ambitions have led to goals to reduce carbon emissions, transport being a key area of innovation. Due to this, TasNetworks is striving to offer tariff solutions to suite this changing environment.

Tasmanian's uptake of EVs and their charging requirements

During the 2024-2029 regulatory control period, forecasts indicate that the rate of EV uptake will increase and further accelerate beyond 2029. This is consistent with TasNetworks' Distributed Energy Resources (**DER**) survey, which suggested a growing desire for Tasmanians to purchase an EV over the next 5-10 years.

Respondents to the DER survey, both EV and non-EV owners, stated that if they owned an EV, customers would predominately charge their EVs at home, mostly overnight. This is consistent with other trends emerging elsewhere in Australia and overseas.

What network tariffs should I consider if I have an EV?

Customers should consider existing household energy consumption patterns when selecting a residential network tariff, especially if it's intended that an EV will be charged at home.

There are three residential network tariffs that could be suitable for EV owners:

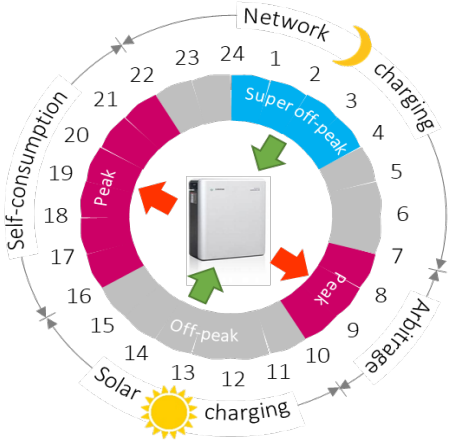
- Residential time of use consumption (TAS93)
- Residential time of use consumer energy resources (**CER**) (TAS97)
- Residential time of use demand (TAS87)

These network tariffs all have time of use components which include lower energy charging rates during the times of day where there is low network demand.

Residential time of use CER (TAS97)

The design of this network tariff was driven by the growing usage of consumer energy resources (**CER**) by residential customers. It is the only network tariff to offer a **super off-peak** period between midnight and 4am as depicted in Figure 1.

Figure 1: TAS97 Weekday time of use windows



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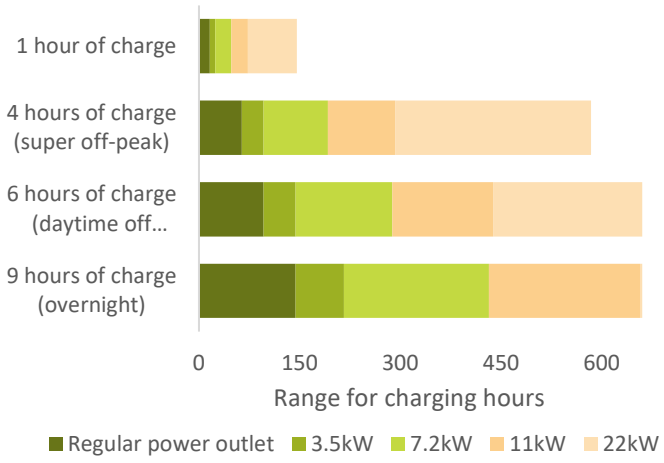
How can I use TAS97 effectively for my EV?

Using the 4 hour super off-peak period on a regular power outlet should give most Tasmanians enough charge to get to and from work for the day. However, utilising a more powerful EV charger or choosing to charge during off-peak times in addition to the super off-peak will provide increased amounts of charge to allow customers to charge their EV just once or twice a week depending on the distance of their commute.

The residential CER network tariff provides customers the ability to choose the method and frequency of charging that suits their preferences.

Figure 2 provides an indication of the EV range that may be achieved over different time periods, depending on the charger used, e.g., over four hours of charging at home using a 7 kW charger, a typical EV can add sufficient charge to its batteries to travel approximately 180 km (or approximately 45 km of range per hour of charging).

Figure 2: Estimated EV range for weekday off-peak or super off-peak charging



For more information

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