

Bulletin

Victorian Automobile Dealers Association



Reference No. EV Infrastructure/mm-2-22

Date: 23/02/2022

Tell VACC how much your Electric Vehicle Infrastructure set up has cost your dealership

Over the past 12 months the Victorian franchise dealer network has been the key stakeholder in the delivery of Zero Low Emissions Vehicles (ZLEV) to Victorian consumers.

Being the sole entity that delivers these new ZLEV to market has necessitated that dealers must be cognisant of the new shifting trends to new ZLEV technologies, different government subsidies and the nuances of the Victorian Government's [Road User Charge](#).

Franchise dealers must also invest heavily in their dealerships facility to ensure the correct infrastructure and training is in place to retail ZELVS.

Return on investment for ZELV infrastructure development is still a long way away.

Members of the Victorian Automobile Dealer Association (VADA) are required to commit to significant capital investment in infrastructure requirements that have been requested by their manufacturer.

The return on investment demanded for ZLEV infrastructure set up will take VADA members some time to recoup. This is exacerbated as the vehicle supply chain for all vehicles is still in a precarious state.

What is VADA requesting from its franchise/agency dealers?

The VADA Chair has requested that VACC engage its VADA members to conduct a study across all the different manufacturers as to what level of investment manufacturers are asking their dealers (or agents) to undertake with regards to ZLEVS.

VADA is keen to understand what energy supply and infrastructure development deals your manufacturer may have inadvertently locked their dealership network into. To this end VADA requests that its members participate in the survey.



The survey should take no more than 7 minutes and seeks to identify the following:

- What Fast DC Charger in the workshop, and specs the manufacturer specifies per brand.
- Master tech or tech BEV diagnosis.
- How many AC chargers and where the manufacturer want them positioned?
- Is there a manufacturer edict stating that the dealers must use a specific supplier?
- Is there any financial assistance form your manufacturer in the setup of the ZLEV infrastructure?
- Is there a requirement for a lifting table or device for heavy batteries?

- Costs per technician in ZLEV training?

How will VACC use the data emanating from the survey?

Quite simply VADA believes that dealers must be compensated by their manufacturer and the government for developing and maintaining ZLEV set ups that will benefit purchasers and local communities into the future.

The survey data will be used to highlight to government the cost incurred by your dealership and assist VACC lobbying for compensation to be made available.

Your dealership/agency will not be identified in the process.

What is VACC asking of the next Australian Federal Government with regards to ZELVS?

VACC has included the dealer ZLEV infrastructure development impost a key element of its 2022 Federal Election Manifesto.

VACC has a put forward a recommendation in its [2022 VACC Federal Election Manifesto](#) that any future Australian Government (and Victorian State Government) must consult with the automotive retail sector before planning, or implementing , changes that will impact our sector. The Government should not be taking advice solely from power or energy and equipment suppliers who are significantly removed from the dealership and service and repair sector frontline.

Your participation in this survey is of great importance.

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