

Rural and Regional Adjustment (E-mobility Rebate Scheme and Another Matter) Amendment Regulation 2024

Explanatory Notes for SL 2024 No. 219

made under the

Rural and Regional Adjustment Act 1994

General Outline

Short title

Rural and Regional Adjustment (E-mobility Rebate Scheme and Another Matter) Amendment Regulation 2024

Authorising law

Sections 3, 10, 11 and 44 of the *Rural and Regional Adjustment Act 1994* (the Act).

Policy objectives and the reasons for them

The Department of Transport and Main Roads (TMR) is the Program owner for the E-Mobility Rebate Scheme and Electric Vehicle Charging Infrastructure Scheme.

On 16 March 2022, the Queensland Government announced Queensland's Zero Emission Vehicle Strategy and the first Zero Emission Vehicle Action Plan 2022–2024. The Zero Emission Vehicle Strategy seeks to accelerate Queensland toward a cleaner, greener transport future while making sure the energy network supports the transition to zero emission vehicles. It reaffirms the Government's commitment to support Queensland's transition to net zero emissions by 2050.

The Strategy included a Queensland Government investment commitment of \$55 million to support purchase zero emission vehicle incentives, charging infrastructure and fleet support. This led to the implementation of the Zero Emission Vehicle Rebate Scheme and Electric Vehicle Charging Infrastructure Scheme, both administered by the Queensland Rural and Industry Development Authority (QRIDA) as prescribed by the *Rural and Regional Adjustment Regulation 2011* (the Regulation).

An additional \$1 million has been allocated from TMR to deliver an E-Mobility rebate scheme, providing rebates of up to \$500 to purchasers of an approved e-bicycle and up to \$200 to purchasers of an approved e-scooter.

Funding under the E-Mobility Rebate Scheme is intended to encourage uptake of e-mobility devices and support the transition to a more active and sustainable mode of transport by reducing the upfront cost of a new eligible e-bicycle or e-scooter. E-bicycles and e-scooters are also more affordable than electric vehicles and can provide an alternative form of transport to support the first-last mile journey to public transportation. With the inclusion of specific eligibility criteria, the E-Mobility Rebate Scheme will also seek to promote greater uptake of safer e-mobility devices and encourage safe charging behaviours.

The Scheme will be administered by QRIDA under an approved assistance scheme.

The Electric Vehicle Charging Infrastructure Scheme comprises funding of up to 50 per cent of total project costs, to a maximum of \$3 million, to increase provision of electric vehicle public charging infrastructure for electric vehicles across Queensland. Experience under the Scheme indicates that the 22-kW AC requirement should be removed as it no longer reflects contemporary electric vehicle charging infrastructure market conditions nor advancements in technology to provide redundancy measures at co-funded sites.

Achievement of policy objectives

The Amendment Regulation achieves the objectives by establishing the E-Mobility Rebate scheme and the amendment to the Electric Vehicle Charging Infrastructure Scheme.

It is desirable to have the proposed amendments to commence as soon as reasonably practicable in order to provide relief to purchasers of eligible e-bicycles and e-scooters.

Consistency with policy objectives of authorising law

The Amendment Regulation is consistent with the objectives of the Act. The Amendment Regulation will enable QRIDA to administer an assistance scheme that gives assistance to benefit the State's economy and support communities in the State.

Inconsistency with policy objectives of other legislation

The Amendment Regulation is not inconsistent with the policy objectives of other legislation.

Alternative ways of achieving policy objectives

There are no feasible alternative ways to achieve the objectives other than through amendments to the *Rural and Regional Adjustment Regulation 2011*.

The risks from not progressing these amendments include lower take-up of e-bicycles and e-scooters than would otherwise be the case, with a consequent loss of the environmental and transport amenity provided by those devices compared with alternatives.

Benefits and costs of implementation

A range of potential benefits derive from increased use of e-mobility devices, including improved air quality, quieter neighbourhoods and streets, increased skills and development opportunities, and improved health for our community and the broader environment.

Implementation costs for QRIDA are provided by TMR under a Memorandum-of-Understanding. These costs are included in program funding.

Consistency with fundamental legislative principles

This Amendment Regulation is consistent with fundamental legislative principles as stated in the *Legislative Standards Act 1992* and has no adverse impact on the rights and liberties of individuals or on the institution of Parliament.

Consultation

In accordance with *The Queensland Government Better Regulation Policy* (the Policy), an Impact Analysis Statement has been prepared which indicates the proposal relates to the provision of financial assistance that does not increase costs or regulatory burden on business or the community and is not subject to regulatory impact assessment requirements under the Better Regulation Policy.

TMR has engaged with industry stakeholders regarding the amendment to the Electric Vehicle Charging Infrastructure Scheme, who have indicated support for the amendment.