

A nighttime photograph of a city skyline with illuminated skyscrapers and a highway in the foreground. The highway shows long-exposure light trails from cars, with red and white streaks curving through the frame. The sky is dark, and the city lights create a bokeh effect.

GETTING FULLY CHARGED

Navigating the shift to electric passenger fleets.

September 2023

GREENPEACE



Getting Fully Charged:
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September, 2023

Cover image by Thaddaeus Lim, courtesy of Unsplash

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INTRODUCTION

The momentum behind fleet electrification is stronger than ever, driven by the swift progress in electric vehicle manufacturing capacity and supply chains, alongside falling battery prices. These developments, coupled with strong residual values, have led to a dramatic reduction in the total cost of ownership. Emissions reduction cost analysis shows that by 2025, electric vehicles will emerge as the most cost-effective choice for corporate fleet managers, spanning various vehicle types and utilisation scenarios.

In tandem, the electric vehicle (EV) market has experienced a remarkable surge in 2023, with sales up 121% from 2022. The availability of models continues to expand with 59 battery electric vehicles and 22 electric trucks and vans . The growth in charging infrastructure is also notable, with the rollout reaching 558 locations including over 967 public chargers.¹

A growing number of multinational companies like Coca-Cola Europacific Partners, AstraZeneca, Ingka Group (IKEA), Siemens and Unilever have made the commitment to phase out fossil fuel vehicles. This aligns with international commitments including the Accelerating to Zero coalition formed by the Glasgow Declaration, and the Climate Group's EV100, which dovetail plans to meet net-zero and emissions reduction targets.

Australia, meanwhile, is witnessing a transformative wave, with businesses having already embraced renewable electricity now heralding the shift towards a new era of pollution reduction. Woolworths and Suncorp recently announced plans to electrify their fleets, reinforcing this paradigm shift. These endeavours continue to gain traction even as the Federal Government signals plans to implement a Fuel Efficiency Standard.

This report is designed to serve as an invaluable guide for companies looking to electrify their passenger fleets and harness the economic, environmental and social benefits of transitioning to renewable-powered electric vehicles. It includes a rich collection of case studies from the banking and finance sector, highlighting the diverse opportunities and advantages of making the switch.

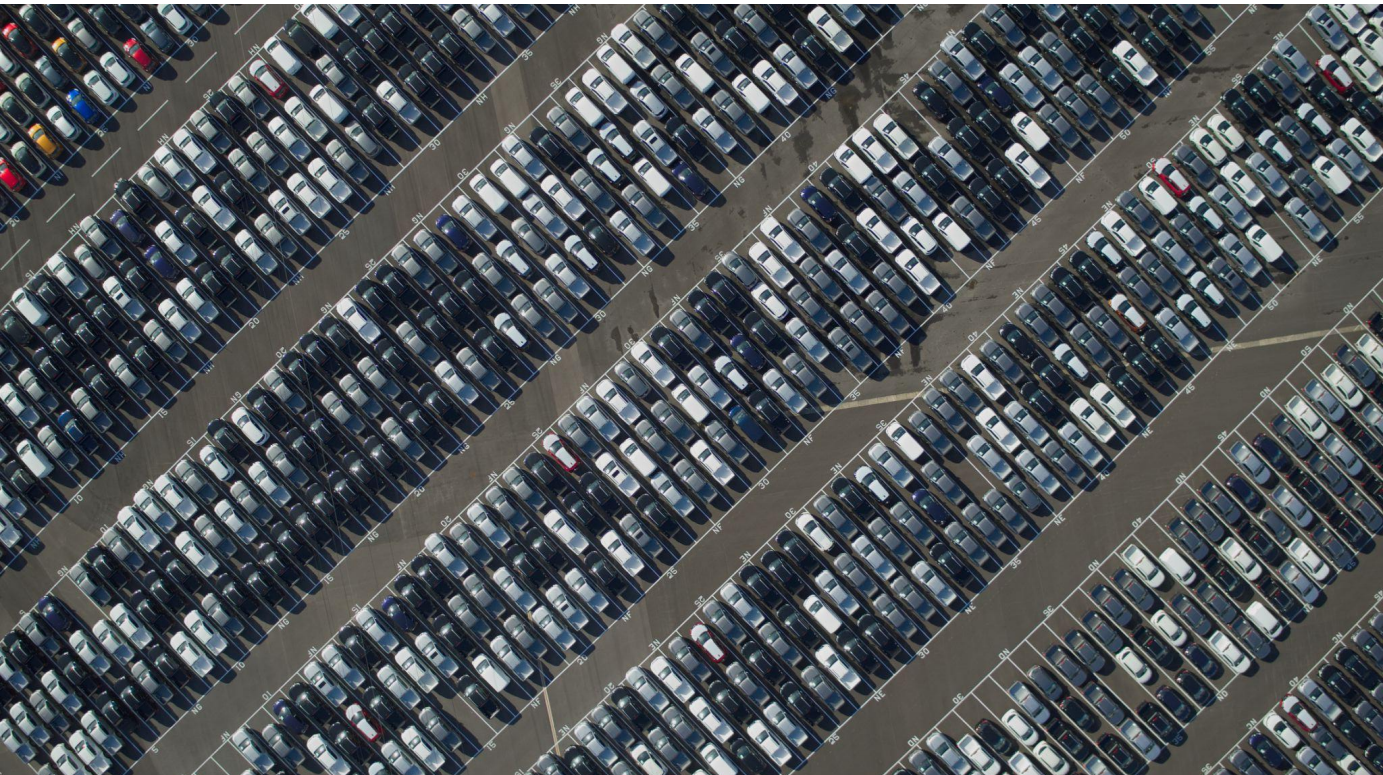
Read more about Greenpeace Australia Pacific's campaign to electrify corporate fleets: : greenpeace.org.au/act/electrify-fleets

STATE OF PLAY

More than 120 companies representing 5.5 million vehicles across 98 markets have already committed to electrifying their fleets by 2030 through EV100.² A significant number of Australian companies have set their sights on embracing low or zero-emission transport by 2025.³ This shift towards sustainability aligns with the surge in electric vehicle sales, which as of June 2023, have increased 269% above the same period in 2022.⁴

Companies in Australia who have committed to electrify their passenger vehicle fleets include:

- AGL
- Bank Australia
- Teachers Mutual Bank Limited
- Westpac
- AGL
- Origin Energy
- Unilever*



ELECTRIFYING A PASSENGER FLEET: THE BASICS

There are many influential drivers contributing to the global adoption of EVs. These include pressures to reduce climate pollution, the promotion of quieter streets, enticing government incentives and the promise of lower overall costs. Over the last decade, countries with a supportive regulatory environment, including fuel efficiency standards, have experienced high EV adoption rates, rapid infrastructure acceleration and an expansion of model offerings.

Transitioning passenger fleets to battery electric vehicles offers a host of advantages:

- Lower operating costs and total cost of ownership
- Reducing climate pollution
- Achieving zero emissions targets
- Improving fuel security
- Cleaner and quieter streets
- Addressing climate-related risk and vulnerabilities
- Positive reputational impact

REDUCING COSTS THROUGH ELECTRIFICATION

The case for EVs in corporate fleets is growing stronger, especially for passenger vehicles. Battery electric vehicles (BEVs) have much lower running and maintenance costs compared to petrol and diesel cars, and they boast the added benefit of removing tailpipe emissions.

For example, Teachers Mutual Bank Limited estimates that switching their passenger fleet to electric vehicles will reduce the average cost of each vehicle by more than \$28,000 during the course of 5 years, due to lower total cost of ownership. This is despite a higher up-front cost.

Companies that have made a commitment to using 100% renewable electricity and have secured stable power prices through long-term power purchase agreements, stand to benefit in two ways - pricing stability for vehicles charged on premises and reducing risk from geopolitical impacts driving global fuel price instability.

Example:

A low-utilisation fleet car drives roughly 15,000km a year with an estimated petrol cost of \$2,160 (\$0.14/km). In contrast, an EV travelling that same distance would cost around \$600 (\$0.04/km) in annual electricity costs, saving \$1,600 a year on fuel alone.⁵

Expanding on this cost analysis,, a high utilisation fleet vehicle that travels 35,000 km a year would typically spend \$4,900 on petrol, while an EV covering the same distance would cost \$1,400 in electricity, saving \$3,500 a year.

CAN AN ELECTRIC VEHICLE GO THE DISTANCE?

According to the Australasian Fleet Management Association (AFMA), companies that use electric vehicles tend to average more kilometres per day compared to those without plans to introduce EVs.⁶

The average EV boasts a range of 480km on a single charge, with newer models climbing over 500km in range.⁷ AFMA data revealed that only 3-9% of cars (including SUVs) used by businesses without EV transition plans, completed trips beyond a 200km radius, while 75% of trips were within 100km.⁸ This shows that concerns about range when considering a switch to electric are often unfounded and can be addressed with thorough analysis of fleet vehicle usage.

When drafting a transition plan, one of the first things to understand is the existing fleet's usage patterns. Assessment metrics include daily mileage, travel routes and dwell time (the downtime between driving).

Gaining insight into these patterns can be achieved through data collection techniques such as telemetry, user interviews, average kilometre readings from odometers, and data derived from fuel card usage to determine average vehicle mileages. This analysis can also be used to identify vehicles with low utilisation, prompting consideration for fleet reduction. Understanding dwell times is equally important, as it can indicate the fleet's charging requirements.

In cases where vehicles are required to travel long distances in remote and regional areas, a considered transition plan can gradually introduce battery electric vehicles in most use cases, and may start with urban vehicles to maximise efficiency and coverage.

GOVERNMENT GRANTS, SUBSIDIES AND FUNDING

Australia's Electric Vehicle Council has compiled an overview of incentives available in each state and territory for EV purchases priced at \$50,000 (as of July 2023).⁹

Australian Electric Vehicle Incentives FY 22-23								
	ACT	NSW	NT	QLD	SA	TAS	VIC	WA
Registration discount over 5 years	\$2,013.30	\$0	\$990	~\$388	\$423	\$0	\$500	\$0
Stamp duty discount	\$1,626	\$1,500 (3.0%)	\$1,500 (3.0%)	\$500 (1.0%)	\$0	\$0	\$0	\$0
Rebate	\$0	\$3,000	\$0	\$6,000	\$3,000	\$0	\$0	\$3,500
Zero Interest loan savings	\$4,092	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Road user tax over 5 years	None	Not charged	None	None	Removed	Not charged	-\$1,612	Not charged
Estimated incentive value	\$7,731.30	\$4,500	\$2,465	\$6,888	\$3,423	\$0	-\$1,112	\$3,500
Total subsidies	0	25,000	0	Not determined	7,000	0	\$0	10,000
Rebate & zero interest loan vehicle price limit	\$89,332 Fuel efficient luxury car tax limit	\$68,750	N/A	\$68,000	\$68,750	N/A	N/A	\$70,000
Rebate available to businesses		Yes	N/A	Yes	Yes	Yes	N/A	Yes

Rebate available under a novated lease		N/A	N/A		Yes	N/A	N/A	Yes
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Reproduced with permission from Electric Vehicle Council.

Note: Supplementary notes with more information on each state and territory policy and government fleet target details can be found in the Electric Vehicle Council’s *State of EVs* report, July 2023 report. Please note, while every effort has been made to provide accurate information, the above figures should be treated as indicative only.

A Federal fringe benefit tax exemption also provides an Incentive for purchasing EV fleets. This exemption removes EV tax for vehicles under the Luxury Car Tax threshold for fuel efficient vehicles (\$89,332 for FY 2023-24).¹⁰ This policy helps reduce EV cost to parity level with an equivalent petrol or diesel car.¹¹

UNDERSTANDING EV CHARGING

The below table outlines the three levels of EV charging including expected output, range and whether it is suited for home or public use.

Levels of Charging Infrastructure			
	Level 1 - Slow	Level 2 - Fast	Level 3 - Rapid & Ultra Rapid
Usage	Home	Home & Public	Public
Details	The slowest form of EV charging that plugs into a standard power point.	The most common type of EV charging for homes and public locations.	Uses Direct Current (DC) to charge EV batteries at very fast rates.
Output (kW)	~1.8	7-22	50-350
Current	AC	AC	DC
Range in km/hr	10	40-120	200-1000
Cost	\$500	~\$10k	\$50k-\$100k

ONSITE CHARGING IN THE WORKPLACE

The installation of workplace charging is often a primary concern for fleet managers exploring the transition to EVs. Luckily, Australia boasts a growing number of reputable charging providers who can manage installation, maintenance and infrastructure for businesses.

When considering charging installation, three key questions arise:

- Does the business have sufficient energy capacity to support the charging infrastructure?
- What charging hardware does the fleet need?
- What software will align with business requirements?

The [Charge Together website](#) sponsored by Everergi consultancy, the Electric Vehicle Council and ARENA provides a valuable starting point, offering resources and information for fleet and sustainability managers who are starting the EV transition.¹²

There are three main types of EV chargers, each offering varying levels of speed, cost and impact on the electricity grid:

- Level 1 - Slow
- Level 2 - Fast
- Level 3 - Rapid

Investing in charging infrastructure

For those considering an investment in EV charging infrastructure, the table below provides cost estimates for installation based on fleet size. Please note that these figures are indicative only.

Charging Infrastructure Costs Per Fleet Size	
Fleet size	Charging infrastructure costs
1 - 2 vehicles	\$10,000 - \$15,000
3 - 5 vehicles	\$25,000 - \$50,000
6 - 10 vehicles	\$75,000 - \$90,000
11 - 20 vehicles	\$125,000 - \$150,000
21 - 40 vehicles	\$300,000 - \$500,000
41 - 100 vehicles	\$750K - \$1.2M
100+ vehicles	\$2M - \$4M

Alternative to Capital Investment: Introducing Charging-as-a-Service

Charging companies and fleet management operators (FMOs) are increasingly introducing a charging-as-a-service (CaaS) model as an

alternative to upfront capital expenditure (CAPEX), allowing for the financing of charging solutions integrated into day-to-day operations.

Like the fuel card system, companies offering CaaS provide a monthly subscription service that includes hardware installation, maintenance, monitoring and reporting for both workplace and home charging setups.

ADDRESSING HOME CHARGING

In 2020, just under 50% of EV fleets were home garaged, underlining the significance of effectively managing home charging for business fleets.¹³ Fortunately, the number of solutions is on the rise. Home charging offers many benefits for fleet owners: it ensures vehicles are charged for each day, capitalises on cost-effective overnight residential electricity rates and can reduce the need for additional charging infrastructure at fleet facilities.¹⁴

Charging-as-a-service is an increasingly popular option for managing home charging, as it's particularly suitable for employees who regularly need to garage a fleet vehicle overnight at home. Major charging providers like JetCharge offer monthly subscription options that include:

- A smart AC charger
- Professional installation
- Warranty coverage
- Access to usage data, reporting and real-time charger status updates¹⁵

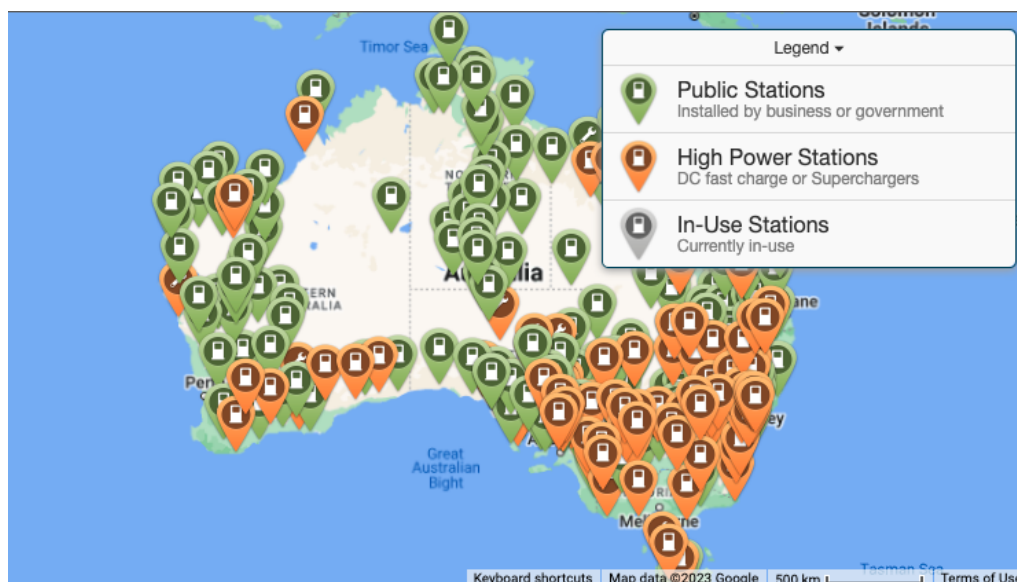
Monitoring home charging can be achieved through a charger installed at the employee's home or using telematics to track charging via the vehicle itself. Smart chargers allow for energy consumption tracking that directly invoices the company - a method successfully tested by Origin Energy with their fleet customers.¹⁶

For homes lacking a garage, such as apartments or terraces, charging-as-a-service contracts are worth considering. In some regions, governments are actively exploring alternative solutions, including power pole charging in urban areas, drawing inspiration from successful overseas solutions - as demonstrated by the City of Sydney's local government.

CHARGING ON THE ROAD

While more than 80% of EV charging happens at home or work, accessing fast chargers is set to become even more convenient with the nationwide expansion of highway and destination charging stations. There are currently 2,392 public EV charging locations across Australia, and further expansion is anticipated through government-driven initiatives.¹⁷

Find nationwide charging locations using the Australian EV Charger Map:
electricvehiclecouncil.com.au/about-ev/charger-map/



Types of Public Charging Stations

Public charging stations typically offer two types of charging: Level 2 AC fast charging and Level 3 DC rapid charging.

Level 2 AC Fast Charging: These are generally installed at places like shopping centres, hotels, and workplaces, where vehicles are parked for an extended period. Depending on the vehicle, Level 2 AC charging can provide a range increase of 40 to 100km per hour.

Level 3 DC Rapid Charging: These are typically found at roadside locations like service stations. The charging speed depends on the power level and vehicle, with some fast enough to fully recharge in just 10-15 minutes. . This rapid charging capability makes DC fast charging ideal for long-distance trips, quick pit stops and situations where employees need a swift refuelling option.¹⁸

Current Government Charging Initiatives to Expand Infrastructure

These are the programs currently underway to accelerate the rollout of public EV chargers across Australia:

- The federal **Driving the Nation Fund** which allocates \$39.3 million to build 117 EV chargers along key highway routes¹⁹ and \$70 million for innovation related to public charging stations.²⁰

- NSW's \$20 million **Electric Vehicle Destination Charging** grants program.²¹
- Queensland's \$10 million expansion of the **Queensland Electric Super Highway and Public Charging** program.²²
- Western Australia's \$15 million **Charge Up** program.²³
- Victoria's \$5 million **Destination Charging Across Victoria** program.²⁴
- The ACT's **Public Charging Expansion** program, which aims to install 180 public chargers by 2025.²⁵
- Non-government initiatives including Ausgrid's **Pole Mounted Charging Program**, which aims to install 30 thousand pole-mounted chargers by 2029.²⁶

In addition to these initiatives, Australia's supermarkets have already started to install charging infrastructure at stores across the country, demonstrating their commitment to supporting the public EV charging network.

Greenpeace Australia Pacific's **Supercharging Our Supermarkets** report analyses the potential for Coles, Woolworths and Aldi to install up to 25,000 new EV chargers nationwide by adding infrastructure at 4000 supermarkets.

Read the 2023 Supercharging Our Supermarkets report here:
greenpeace.org.au/act/electrify-fleets-resources

Can Frequent DC Charging Damage the Battery?

While manufacturers like Volkswagen don't recommend DC rapid charging, the consensus in 2023 suggests that intermittent DC charging when driving long distances is unlikely to cause problems for newer EV models. .

According to the Idaho National Laboratory, testing which involved monitoring four 2012 Nissan Leafs over 80,000km of DC Level 3 charging compared to AC Level 2 charging, revealed only a 5% capacity loss or a mere 10km difference in range.²⁷

ELECTRIFYING REMOTE ACCESS VEHICLES

ELECTRIC OFF-ROADERS

Currently, the Australian market offers seven electric ute models, with two more models set to arrive soon.²⁸ Electric all-wheel drive (eAWD) technology proves to be a game-changer for off-road performance, as each wheel's individual electric motor can be programmed to maximise traction on slippery surfaces.²⁹ Notably, the Tesla Model Y Dual Motor and Audi e-tron both use this system and are currently available in Australia.

Electric off-road technology is rapidly advancing and being put to the test. In March 2023, Chris and Julie Ramsey set out to demonstrate the range capability of a modified Nissan Ariya electric SUV for the 27,000km Pole-to-Pole expedition. In a history-making drive, the car travelling from the North Pole to the South Pole is expected to finish its journey in December 2023.³⁰

Advanced performance and safety features, including greater torque control, regenerative braking, a lower centre of gravity and increased carrying capacity, are expected to improve rugged terrain and the off-road driving experience.³¹

In Australia, availability of Electric SUVs and utes is increasing and expected to become more available with the anticipated introduction of national vehicle pollution caps or fuel efficiency standards in 2024. For fleets with a mix of passenger and off-road or light commercial vehicles, prioritising the early adoption of urban and passenger vehicles during the transition period is a strategic choice.

Electric Ute Models On The Horizon

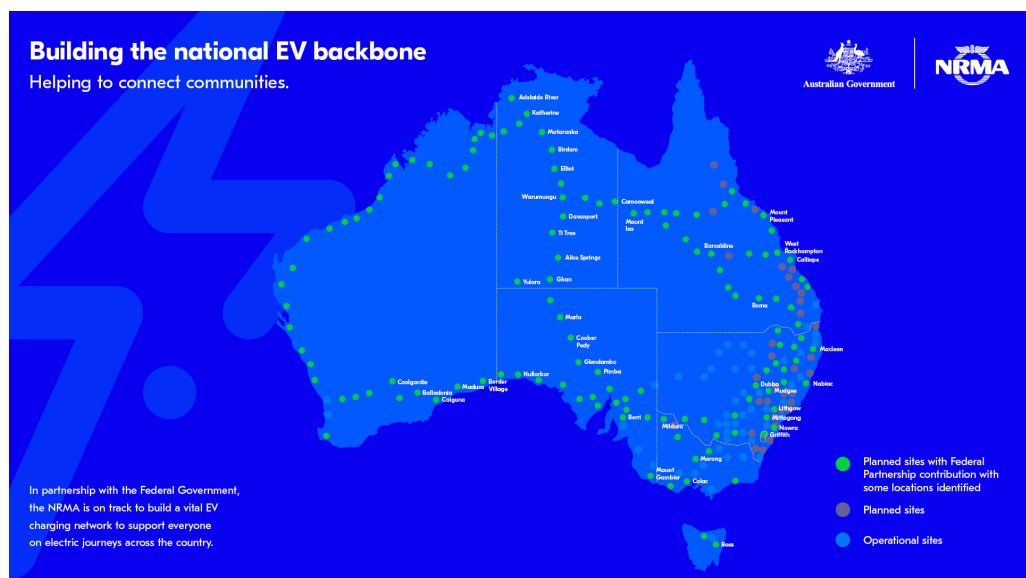
The Electric Vehicle Council report *State of Electric Vehicles, July 2023* lists ute models currently available or coming soon to Australia in 2023.³²

Electric Ute Models Available in Australia				
Make	Model	Battery size (kWh)	WLTP Range (km)	Availability
ACE	ACE Yewt	30-50	200	Coming soon

AUSEV	Atlis XT	200	645	Coming soon
GB Auto	TEMBO 4x4 e-LV (utility conversion)	72	50-100	Available now
LDV	eT60	75	330	Available now
Safescape	Bortana EV	52	120	Available now
Voltra	eCruiser (utility conversion)	42.24	100	Available now
Zero Automotive	ZED70 (utility conversion)	88	330	Available now
	ZED70 Ti (Utility Conversion)	60	250	Available now
ROEV	Hilux / Ranger conversion	64-96	240-360	Available now

CHARGING OUTBACK AUSTRALIA

NRMA has secured co-funding from the Federal government to launch a network of 130 fast-charging stations, each equipped with 4 bays and a combined power output of 400kW. These new charging stations are expected to be strategically placed every 150km across regional and remote areas, to address blackspots as part of the 'EV Backbone'.³³



In addition to this, an increasing number of travel booking platforms now offer the opportunity to search for accommodation that has EV charging facilities. These include [Hotel.com.au](https://www.hotel.com.au)'s interactive map of EV-friendly Sydney hotels, [booking.com.au](https://www.booking.com.au), [lastminute.com.au](https://www.lastminute.com.au) and [travelmyth.com](https://www.travelmyth.com), which boasts a comprehensive list of over 200 Australian hotels with EV charging stations.

CASE STUDIES

BANKING ON ELECTRIC VEHICLES

Financial institutions are leading the way by committing to electrify passenger vehicle fleets. The decision to embrace 100% EV company fleets reflect the sector's dedication to reducing operational emissions and adopting sustainable business practices.

Across the sector, notable initiatives include commitments to shift corporate fleets to EVs, lower interest rates for zero emissions vehicle loans, introduce customer charging initiatives, and cease financing fossil fuel vehicles from 2025.

The below case studies highlight some of the ways the banking sector is driving the transition to EVs.

SMALL BANKS LEADING THE WAY

Teachers Mutual Bank Limited

Teachers Mutual Bank Ltd (TMBL) with a network of 12 offices across Australia, relies on its fleet of 31 vehicles to serve members nationwide, with dedicated staff driving millions of kilometres for home visits, school outreach and teaching events.

In May 2023, TMBL announced its transition to 100% electric vehicles within its corporate fleet by 2027.³⁴ This commitment includes ceasing new purchases of fossil fuel vehicles from 2022, paving the way for a complete shift to EVs.

This electrifying transition includes a \$2 million investment, earmarked for the acquisition of EVs and the establishment of 10 charging stations at four offices in Sydney, Brisbane and Perth.

While TMBL's pursuit of emissions reduction is a driving force behind this transition, it's also worth noting that it comes with significant savings in petrol costs.

TMBL has effectively demonstrated the financial feasibility of this transition through a phased approach over five years. While the upfront cost of the chosen EVs for its fleet is currently 1.7 times more than a

petrol car, annual running costs will be reduced from \$9,676 to \$1,400 a year.³⁵ The table below details TMBL’s calculations for the transition.

TMBL Business Case Calculations³⁶		
Cost Item	Electric Vehicle	Petrol Vehicle
Total one-off upfront (includes Govt rebate)	\$63,298¹	\$38,283
Annual expenses ²	\$1,400	\$9,867
Total 5 years expenses	\$7,000	\$49,336
Resale after 5 years ³	\$26,301	\$14,788
Total 5 Year Cost	\$43,997	\$72,831

Notes

1 Total cost of the car includes Government rebate.

2 Annual expense includes differential electricity/petrol and Fringe Benefits Tax.

3 Resale at 40% of purchase price is assumed.

TMBL’s cost analysis demonstrates the benefits of considering the total cost of ownership, factoring lower running costs and higher resale value. As a result, each EV is estimated to save the company \$28,838 over five years, following the transition to electric.

Government Subsidies Driving the Transition

To support the bank’s transition to an electric fleet, TMBL tapped into subsidies and secured a state government charging grant. Additionally, the Federal Government’s introduction of a fringe benefits tax (FBT) exemption for eligible EVs and expenses in July 2022, has also empowered employers like TMBL to reduce upfront costs.

Furthermore, TMBL accessed a generous NSW Government grant, covering 75% of the installation costs for charging infrastructure, a vital step that allowed the company to prioritise the transition.³⁷

“Organisations of all sizes can go all in on a 100% EV corporate vehicle fleet. We have already ceased purchasing fossil fuel vehicles and we’re well down the road to meeting our 100% EV target by 2027.”

- Corin Millais, Head of Socially Responsible Banking, TMBL

Bank Australia

In 2022, Bank Australia made an industry-leading commitment to stop financing loans for new fossil fuel vehicles by 2025.³⁸ This landmark policy, the first of its kind in Australia, underscores the bank's unwavering commitment to reduce transport emissions and reach net zero by 2035. Bank Australia has identified five key reasons behind this commitment:

- **Reducing Vehicle Emissions:** Recognising that passenger vehicles make up 43% of Australia's transport emissions.
- **Aiming for Net Zero:** Aligning with the company's goal to reach net zero emissions by 2035.
- **Responsibility and Customer Welfare:** Prioritising customers' health and financial well-being by reducing carbon emissions and long-term running costs.
- **To Become a Market Leader:** Pioneering company policies that support emissions reduction and send a clear signal to the market.
- **Customer-Driven Action:** Respond to growing customer demand for action on climate change.³⁹

The bank's commitment aligns with existing carbon reduction initiatives, which include not funding fossil fuels, powering operations with 100% renewable electricity, offsetting car loans since 2004, and offering discounted interest rates for low emissions vehicles since 2018.

DRIVING THE TRANSITION IN THE BIG FOUR

Westpac

Westpac has set its sights on transitioning its Australian and New Zealand vehicle fleets to 100% electric by 2030. This commitment acknowledges the importance of ensuring EV charging infrastructure is readily accessible. Westpac's commitment allows for plug-in hybrid electric vehicles (PHEVs) to be purchased where necessary to serve customers in locations where EV charging infrastructure is not yet available. Notably, by the end of 2022, 51% of Westpac New Zealand's fleet had already been electrified.⁴⁰

The target falls under Westpac's scope 1 and 2 absolute emissions reduction targets of 64% by 2025 and 76% by 2030, relative to a 2021 baseline. The bank has also committed to reducing its scope 3 (supply chain) emissions by 50% by 2030, relative to a 2021 baseline.⁴¹

Powering Ahead with 100% Renewable Electricity

Renewable electricity will power Westpac's electric vehicle charging infrastructure onsite through its commitment to source the equivalent of 100% of global electricity consumption through renewables by 2025.⁴²

Through its employee benefits program, Westpac aims to reduce work from home emissions. The program has set a target to support 80% of its workforce to source renewable electricity for their homes by 2030.⁴³

This home emissions target should therefore support the bank's EV transition, by enabling vehicles to be charged under renewable electricity supply agreements while conveniently plugged in at home.

Supporting Customers

In June 2023, Westpac and Chargefox – Australia's largest EV charging network – announced a partnership that enables Westpac customers who are financing an EV to access free charging to the equivalent of 7,000km for the first year.⁴⁴

WESTPAC NEW ZEALAND'S MOVE TO AN ELECTRIC FLEET

Where did they start? According to Westpac NZ, the company first analysed staff travel to identify if battery electric or plug-in hybrid models would be fit for purpose, choosing Hyundai Ioniqs to meet their staff needs, prioritising battery electric vehicles.⁴⁷

The company also invested early in charging infrastructure, installing 55 battery chargers throughout the length of the country.⁴⁸

Westpac New Zealand (NZ) has been leading the charge since 2016, when it added its first 3 electric cars to a fleet of 301 vehicles, and announced an initial commitment to electrify 30% of the fleet by 2018. By June 2018, the fleet already had 65 electric vehicles on the road, including 50 battery electric cars.⁴⁹ This progress was made prior to the New Zealand government's 2022 introduction of the Clean Car Discount and Clean Car Standards policy – the country's equivalent of a fuel efficiency standard.

As of 2022, Westpac New Zealand (NZ) has set a target of a 100% electric vehicle fleet by 2025, and already electrified 51% of its cars.⁴⁵

“We think this is the right thing to do for the environment and to help the country meet its emissions targets. We also believe we have an important role to play in the future of electric cars in New Zealand. When our leases expire, these fleet cars will go into the used car market. That will help make electric cars more accessible and available to Kiwis.”

- Karen Silk, Westpac NZ General Manager, Commercial Corporate and Institutional Banking, May 2018⁴⁶

NEXT STEPS: LEADING THE ELECTRIC FLEET

Now that you're ready to make the transition to an electric vehicle fleet, here's how to get started:

1. EYE THE FINISH LINE

Set ambitious targets that align with international leaders, aiming for 100% electrification of passenger vehicles by 2030 and zero emissions trucking by 2040.

2. START YOUR ENGINES

Develop a comprehensive transition plan and start introducing battery electric vehicles and infrastructure to get on track for a 100% electric fleet, including cars, utes and vans by 2030.

3. JOIN THE CHEER SQUAD

Advocate for government action on fuel efficiency standards and support a leadership environment by sharing knowledge with other businesses and improving transport data transparency.

4. JUMP START SUCCESS FOR STAFF AND CUSTOMERS

Install charging infrastructure and facilitate free or subsidised public and active transport to drive success for both employees and customers.

5. READ MORE

Explore the Greenpeace Australia Pacific report [Charging Corporate Action: The Case for Renewable-Powered Electric Fleets](#) for more tips on how to become a leader on the road to corporate fleet electrification.

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