

## Fuel economics accelerate Australia's fleet electrification: new data reveals millions in savings for heavy vehicle fleet operators

### Key points:

- Large fleet operators could save \$6.2 million annually by switching to electric charging
- Electric depot charging can cut equivalent diesel costs by more than 70%
- Ongoing fuel price volatility is an operational risk for businesses, which are fast-tracking the road to energy independence
- Five-year fleet electrification plans are being compressed into 18 months
- IKEA, Woolworths, TGE and more large operators among success stories already reaping the benefits

New data by Australia's commercial EV charging specialists, JET Charge, reveals that a company with a 100-vehicle heavy fleet could save as much \$6.2 million per year by switching to electric.

The Middle East conflict has demonstrated the risks and price volatility that come with Australia's ongoing reliance on oil. With petrol and diesel prices becoming unsustainable for both organisations and consumers, Australia is shifting further towards Electric Vehicles (EVs), and at a faster pace. In June 2026, one in four new passenger vehicles sold in Australia was an EV. This is a monthly sales record for Australia and shows the trajectory of mainstream EV adoption. For fleet operators running dozens, if not hundreds, of buses, trucks, semis and delivery vans, there is increasing pressure to transition, and industry is seeing five-year electrification plans now being compressed into 18 months.

"At current diesel prices, the fuel cost savings of switching a commercial fleet to electric are not marginal. They are transformational," said Tim Washington, Co-Founder and CEO of JET Charge. "The question for Australian fleet operators is no longer if they should electrify. It's whether their charging infrastructure will be ready when the vehicles arrive."

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| <b>\$6.2M</b><br>Annual savings per<br>100-vehicle heavy fleet | <b>70%+</b><br>Cost reduction via EV depot<br>charging | <b>18 month</b><br>Compressed electrification<br>timeline, from five years. |
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### The economics have turned against diesel

Diesel has powered Australia's heavy vehicle sector for over 70 years, but the financial impact of oil dependency in 2026 is pushing fleet operators towards energy independence, and an electrification inflection point has arrived sooner than anticipated.

JET Charge's data shows that a 100-vehicle heavy fleet spends **\$7.5 million a year on diesel** at current prices (\$2.46/litre). Electric depot charging cuts that cost by more than 70%, bringing annual energy expenses to **\$1.3 million**. That's a saving of **\$6.2 million per year**, before factoring in maintenance savings, carbon compliance costs avoided, and energy tariff optimisation through smart charging, all of which improve the return further. And for most operators, the payback period on charging infrastructure is measured in months, not years.

As geopolitical pressures sustain oil price volatility at Australian depots, operators already contending with thin logistics margins are facing compounding pressure. Fleet electrification is no longer a future consideration; it is an active procurement decision.

### **The ripple effect: freight costs, supply chains, and consumers**

Australia's freight and logistics sector – rigid trucks, semis, last-mile delivery vans – underpins the entire domestic supply chain, moving everything from supermarket stock to construction materials.

Heavy fleet operators cannot continue to absorb diesel costs at current levels. The impact will flow downstream and land with the consumer, ultimately increasing cost-of-living pressures in Australia. Washington says, "sustained diesel dependency in freight is one of the less visible but most direct contributors to the rising price of goods. And it's already happening."

Coles Group recently [announced](#) it is actively managing supplier cost price increase requests and attempting to mitigate impacts where possible. "But this is not sustainable long term," Washington continues. "Fleet electrification is now a risk mitigation strategy for supply chain cost issues, and has real consumer implications"

### **Procurement timelines are compressing fast**

JET Charge reports that fleet operators who had planned gradual five-year electrification transitions are now **compressing them into 18 months**, and that the acceleration is being driven by three converging forces:

- Fuel price volatility, amplified by ongoing Middle East conflict and global oil dependency.
- Government funding and programs, like ARENA's [Driving The Nation](#).
- The Transport & Infrastructure Net Zero Roadmap, which targets 62–70% emissions reduction by 2035, with \$100 million in dedicated freight electrification funding.

This surge in demand is now running into a hard constraint: depot charging infrastructure is operating on **18–24 month lead times**. Fleets that do not commit to infrastructure now are effectively locked out until 2027, or even 2028, at which point tightening emissions standards make delay increasingly costly.

“The operators calling us today are not the early adopters,” said Washington. “They are mainstream companies that have run the numbers and realised the window to act at a sensible cost is closing. Infrastructure lead times mean that the decision to electrify needs to be made well before the vehicles arrive.”

### The infrastructure challenge

Many believe public EV charging infrastructure to be the biggest challenge to the transition. But public charging accounts for only 30% of national EV charging needs. The remaining 70% must come from private infrastructure: homes, depots, council lots, factories, and transport hubs. Many of which currently lack the electrical capacity to support a fleet transition.

Scaling depot charging infrastructure requires simultaneous progress across grid upgrades, skilled electricians, smart energy software, planning approvals, and reliable hardware. JET Charge’s [Charging-as-a-Service](#) (CaaS) model is designed to remove the infrastructure capex barrier entirely. Operators pay for reliability as a managed service, the same way they buy fleet telematics or maintenance contracts.

### Case studies: infrastructure at scale with IKEA, TGE, Woolworths and more.

JET Charge is seeing first-hand the increased demand for fleet electrification and is aiding organisations of all shapes and sizes through the transition, by deploying, optimising, and servicing large-scale EV charging infrastructure.

Recently, it supported Australia’s [first truck charging network](#), partnering with NewVolt to electrify key freight corridors across the country. It has also supported freight giant [Team Global Express](#) to provide innovative charging solutions for one of the world’s largest fleets of electric delivery vehicles.

[IKEA](#), Woolworths, Commonwealth Bank and [IAG](#) are among other companies leading the charge on fleet electrification, and are working with JET Charge to create blueprints for the nation to adopt electric transport more widely, regional and remote areas included.

IKEA Australia’s fleet transition is to date, one of the largest commercial EV charging deployments in Australian retail history. JET Charge designed and built a **\$4.5 million national charging network** across seven IKEA sites, helping the retailer go from **5% to 83% zero-emission delivery** in just three years.

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|----------------------------------------------|-------------------------------------------|------------------------------------------------------|
| <b>100</b><br>EVs charging at IKEA’s network | <b>59</b><br>Chargers at IKEA sites alone | <b>5% → 83%</b><br>Zero-emission deliveries for IKEA |
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When IKEA Australia committed to 100% zero-emission deliveries, the barrier wasn't the vehicles – it was the charging. Delivery partners operating on thin margins couldn't fund depot infrastructure.

JET Charge's deployment of **59 chargers across 7 locations** provided the essential infrastructure that enables these partners to shift to zero-emission vehicles at scale. IKEA's EV charging network now supports 100+ electric delivery vehicles operating nationwide by ANC Delivers, Kings Transport, and All-Purpose Transport, with integrated Chargefox billing for cost recovery.

IKEA went from 5% zero-emission deliveries in 2022 to 83% in October 2025. JET Charge's deployment de-risked the transition for every delivery partner in the network.

"This is the playbook for every major Australian retailer and logistics operator," said Washington. "If you move the infrastructure barrier, the transition follows. By building intelligent, fit-for-purpose infrastructure, delivery partners have the reliability they need on the road, and IKEA has the visibility to lead real emissions reductions across its supply chains."

-ENDS-

*\* Methodology: JET Charge Fleet Fuel Savings Calculator (conservative modelling). A heavy commercial vehicle (12m bus or rigid truck) consumes approximately 40–50L of diesel per 100km. Its electric equivalent consumes approximately 1.3 kWh/km (130 kWh/100km). Australian commercial electricity rates for large fleet operators with depot charging typically sit at \$0.13–0.18/kWh, reflecting off-peak overnight tariffs. At current diesel prices of \$2.46/litre, a 100-vehicle fleet spends over \$5.8 million per year on fuel; the electric equivalent costs below \$1.3 million — a saving of \$6.2 million per year. This calculation assesses fuel savings only, excluding maintenance savings (est. 20–30% additional), carbon compliance value, and energy tariff optimisation. Individual operator results will vary.*

## About JET Charge

JET Charge is Australia's leading EV infrastructure and technology company, specialising in the design, build, and operation of large-scale charging solutions for commercial fleets, logistics operators, and government networks. Its Charging-as-a-Service model enables operators to electrify without upfront infrastructure capital expenditure. Its mission is to make EV charging accessible and affordable for everyone, powering Australia and New Zealand towards a safer, more sustainable, low-emissions future.

## Contact

For media enquiries: Emma Webber, [emma@goodandproper.co](mailto:emma@goodandproper.co), +61 402 705 753

For company enquiries: Anna Merkureva, [anna.merkureva@jetcharge.com.au](mailto:anna.merkureva@jetcharge.com.au), +61 428 488 093

