

Watch Pack

Everything about the possible per-kilometre charge, on pages you can actually check. The current state, the three triggers that would switch it on, and the check routine. The paid part is us running the routine for you and emailing you the week anything moves.

Version 2026-10-05 - Free updates for 12 months - Last checked against NSW Treasury publications and the Electric Vehicles (Revenue Arrangements) Act 2021 on 2026-10-04

What is in this pack

1. **The current state:** what is true right now, dated and sourced, plus the rate board by kilometres
2. **The three triggers:** what would switch a charge on
3. **The check routine:** what gets re-verified, when, and where
4. **Do it yourself, free:** the free alert setup that covers most of this
5. **What the paid alerts are:** exactly what lands in your inbox and when
6. **Records to keep, in case it ever starts**
7. **One-page keeper:** print it and stick it on the fridge

The one line to repeat at a barbecue: no per-kilometre charge is in force in NSW. Anyone telling you you are already being charged per kilometre is wrong or selling something. And the rule for judging every headline on this topic: **a charge without a collection method is a press release, not a policy.** Odometer readings? GPS? Annual self-report? As at September 2026, the official sources do not say how anyone would actually pay.

Disclaimer

General information only. This pack is a watch brief: general information about a possible future charge. It is not

tax or legal advice, not a prediction of what you will pay, and not a bill. The post-Vanderstock legal footing for any NSW charge is genuinely unresolved, and this pack says so instead of smoothing it over.

What this pack does NOT do: predict your bill, give tax advice, or lobby anyone. It watches. That is all.

1 - The current state

CURRENT STATUS: NONE IN FORCE. As at 28 September 2026. Anyone telling you you are already being charged per kilometre is wrong or selling something.

There is no per-kilometre charge in force in NSW. What exists is a schedule: published rates, a commencement date on the books, and a sales trigger. All three are listed below with the dates they were checked.

Vehicle	Scheduled rate	Status
Battery / hydrogen EV	3.095c/km	Scheduled 2026-27, not in force. Checked 2026-09-28.
Plug-in hybrid	2.476c/km	Scheduled 2026-27, not in force. Checked 2026-09-28.

The shape of it: what the scheduled rates would mean

Illustration only, not a bill. Multiply your annual kilometres by the scheduled rate to see the shape of it. These figures are estimates from the legislated 2026-27 rates; rates are indexed and can change before any start date.

Km per year	Battery EV (3.095c)	Plug-in hybrid (2.476c)
5,000	\$154.75	\$123.80
10,000	\$309.50	\$247.60
15,000	\$464.25	\$371.40
20,000	\$619.00	\$495.20
30,000	\$928.50	\$742.80

WRONG - the viral version: "NSW EV owners are already paying a per-kilometre tax. It started this year." Why it is wrong: no charge is in force. Victoria tried one in 2021 and the High Court knocked it out. Confusing the schedule with the bill is how panic spreads.

RIGHT - the checked version: "The legislation schedules 3.095c/km for EVs from 1 July 2027, not in force. The legal footing after the High Court's Vanderstock decision is unresolved." Why it works: it separates the scheduled rate, the commencement date, and the legal uncertainty. All three are different things.

Sources: NSW Government, Road user charge (nsw.gov.au) - Electric Vehicles (Revenue Arrangements) Act

2021 (legislation.nsw.gov.au) - NSW Government High Court decision statement on Victoria's charge.

Your next step: find your annual kilometres (your rego paperwork or service invoice has the odometer), multiply by your vehicle type's scheduled rate above, and write the figure down. That is your illustration. Nothing more.

2 - The three triggers

Three things would switch a charge on. We track all three, and we say plainly which ones are still open questions.

Trigger 1 - 1 July 2027: the date on the books

The legislation names 1 July 2027 as the commencement point. Checked 2026-09-28. Dates in legislation move; we re-verify every July and flag any amendment the week it is announced.

Trigger 2 - The 30% trigger: whichever comes first

If battery EVs reach 30% of new light-vehicle sales before that date, the charge can commence earlier. Checked 2026-09-28. We track the sales data quarterly and show our working.

Trigger 3 - Collection mechanics: still undecided

Odometer readings? GPS? Annual self-report? We have found no published collection method as at September 2026: the official sources do not state how anyone would actually pay. A charge without a collection method is a press release, not a policy. We say which it is, each time we check.

The Vanderstock caveat. The High Court's Vanderstock decision knocked out Victoria's version on constitutional grounds. NSW says it is assessing the implications. The legal footing for any NSW charge is genuinely unresolved. Any watch brief that does not tell you that is not watching properly.

Your next step: bookmark the two primary sources (strategy page, the Act on legislation.nsw.gov.au) so you can check any headline yourself in two minutes.

3 - The check routine

This is the actual work your A\$19 buys. Not data, not a dashboard. Watching, on a schedule.

- **Every July:** rates, trigger thresholds and commencement dates are re-checked against the legislation and the NSW Government strategy page, and the diff is published. If the scheduled rates moved, you hear about it that week.

- **Every quarter:** the 30% new-sales trigger is checked against the sales data, with the working shown. Four checks a year on the number that could bring the start date forward.
- **Ad hoc:** whenever the Treasurer or parliament moves on this, we check the primary source. Alerts go out the same week, but only on a citable source. No source, no alert.

If a charge never materialises, the subscription still covered the watching. That is the deal, stated up front: you are paying for vigilance, not for a charge to exist.

Your next step: nothing. The routine runs whether you remember it or not. That is the point of paying for it.

4 - Do it yourself, free

You can cover most of this for nothing. Honestly. Here is the setup:

- **Bookmark the two primary sources.** The NSW Government road-user-charge strategy page and the Electric Vehicles (Revenue Arrangements) Act 2021 on legislation.nsw.gov.au. Everything real appears there first.
- **Set a news alert.** A Google Alert on "NSW EV road user charge" catches most announcements. It will also catch a lot of noise; that is the price of free.
- **Check every July.** Put a recurring calendar reminder for mid-July: open the strategy page, check the scheduled rates and the commencement date against last year's numbers. Ten minutes, once a year.

The paid plan exists for one reason: doing all of that on a schedule so you never have to remember. The rates board and the estimator on the ChargeGauge site stay free forever either way.

Your next step: if you are not subscribing, set the mid-July recurring reminder now while you are thinking about it.

5 - What the paid alerts are

When something moves, subscribers get an email the same week. Every alert has the same shape: what changed, the primary source quoted and linked, and what did not change. If we cannot cite it, we do not send it.

Alerts go to the email you used at the Stripe checkout. Nothing else is emailed: no newsletter, no upsells, no "market insights". One alert per real change.

The honest anti-guarantee. No watch brief can promise a charge never starts, or what it will cost. What we promise: you hear about any move the week it is announced, with the source attached. Cancel anytime; the 14-day money-back guarantee covers the first two weeks.

Your next step: if you subscribed, confirm the checkout email is one you actually read. The alert is only as good as the inbox it lands in.

6 - Records to keep, in case a charge ever starts

No collection method has been announced. But if a per-kilometre charge ever starts, distance is almost certainly how it is measured. Keeping these now costs nothing and protects you later:

- **Odometer readings** at the start and end of each financial year, photographed or written down.
- **Service invoices and registration paperwork:** both record the odometer, and both are hard to argue with.
- **A simple logbook** if you drive for work: date, start km, end km, purpose.

Keep photos and scans for at least five years, the way you would for tax.

Your next step: photograph your odometer today and save it in a folder called "EV km records". Two minutes, and you have a baseline.

The fridge card

Status: NONE IN FORCE as at 28 Sep 2026.

Scheduled rates: EV 3.095c/km - PHEV 2.476c/km (2026-27, indexed, can change). **Your illustration:** your annual km x the rate. 15,000 km = about \$464/yr for an EV. Illustration only, not a bill.

The three triggers: 1 July 2027 - 30% of new sales (whichever first) - collection method still undecided.

The rule: a charge without a collection method is a press release, not a policy.

Keep now: odometer photos each financial year, service invoices, a simple logbook.

ChargeGauge - Watch Pack. Version 2026-10-05. Free updates for 12 months. General information only, not tax or legal advice.

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