



New South Wales

Electric Vehicles (Revenue Arrangements) Bill 2021

Explanatory note

This explanatory note relates to this Bill as introduced into Parliament.
This Bill is cognate with the *Appropriation Bill 2021*.

Overview of Bill

The objects of this Bill are to—

- (a) impose a distance-related road user charge on registered operators of certain zero and low emissions vehicles, and
- (b) exempt certain zero and low emissions vehicles from the payment of duty under the *Duties Act 1997*, Chapter 9.

Outline of provisions

Part 1 Preliminary

Clause 1 sets out the name, also called the short title, of the proposed Act.

Clause 2 provides for the commencement of the proposed Act on the date of assent to the proposed Act.

Clause 3 specifies the object of the proposed Act.

Clause 4 provides for the Dictionary in the proposed Act, Schedule 1 to define certain terms used in the proposed Act.

Clause 5 specifies the proposed Act is to bind the Crown.

Clause 6 provides the proposed Act is intended to have extraterritorial operation to the extent of the State's legislative powers, including in relation to zero or low emissions vehicles registered in New South Wales that travel on roads in other States or Territories.

Clause 7 specifies motor vehicles to which the proposed Act does not apply.

Part 2 Road user charges

Division 1 Liability for and calculation of road user charges

Clause 8 provides for a road user charge to be payable in relation to certain zero or low emissions vehicles. The charge is payable if the vehicle was purchased on or after the relevant date, or for a battery electric vehicle or hydrogen fuel cell electric vehicle, if the vehicle was purchased before the relevant date and duty was not paid under the *Duties Act 1997*, Chapter 9 because of the operation of that Act, section 270D, as inserted by the proposed Act (a *relevant zero or low emissions vehicle*).

Clause 9 specifies the registered operator for a relevant zero or low emissions vehicle is liable for a road user charge payable in relation to the vehicle.

Clause 10 provides a road user charge is payable for each kilometre for which a relevant zero or low emissions vehicle travels on a public place, regardless of whether the vehicle is driven on a road or another place, or in New South Wales or another State or Territory. The regulations may provide kilometres travelled on a certain road or place, or a type of road or place, are not kilometres for which a road user charge is payable.

Clause 11 provides for the calculation of the indexed amount for the purposes of the road user charge.

Clause 12 specifies the road user charge rate (the *rate*) for a financial year. The rate for a battery electric vehicle or hydrogen fuel cell electric vehicle is the indexed amount for the financial year. The rate for a plug-in hybrid electric vehicle is 80% of the indexed amount for the financial year.

If the rate for a financial year for a relevant zero or low emissions vehicle would be less than the rate for the previous financial year, the rate for the previous financial year continues to apply.

Before the start of each financial year, Transport for New South Wales (*TfNSW*) is required to publish a notice stating the rate for the financial year on a Government website. If TfNSW fails to publish the notice before the start of the financial year, the failure does not affect the validity of a road user charge.

Clause 13 provides for the calculation of the road user charge for a relevant zero or low emissions vehicle with reference to the number of kilometres travelled by the vehicle on public land in the period for which the charge is payable.

Clause 14 provides the registered operator of a relevant zero or low emissions vehicle must estimate the number of kilometres travelled by the vehicle if the operator is not able to provide an odometer reading for the period. The estimate must be calculated in a way TfNSW considers reasonable in the circumstances.

Clause 15 sets out 2 options for the payment of the road user charges by a registered operator of a relevant zero or low emissions vehicle. The registered operator may either pay the road user charge for the kilometres to be travelled by the vehicle before the vehicle travels the kilometres (the *pre-paid option*) or, if provided for by the regulations, pay the road user charge for the kilometres travelled after the vehicle travels the kilometres (the *post-paid option*).

Clause 16 sets out the obligations of a registered operator who pays the road user charges payable for a relevant zero or low emissions vehicle by the pre-paid option. The registered operator must pay the road user charge for each 1,000 kilometres, or multiple of 1,000 kilometres, the vehicle travels before the vehicle travels the kilometres, or otherwise in accordance with the regulations. The registered operator must give TfNSW a current odometer reading for the vehicle, in the way approved by TfNSW, before paying the charge.

The proposed section makes it an offence for a registered operator who is using the pre-paid option to fail to ensure the vehicle does not travel a number of kilometres more than the kilometres for which the road user charge has been paid, unless the operator has a reasonable excuse.

Clause 17 sets out the obligations of a registered operator who pays the road user charges payable for a relevant zero or low emissions vehicle by the post-paid option. A registered operator may pay the road user charge by the post-paid option only if, before travelling the number of kilometres for which the charge is payable, the operator has notified TfNSW the operator has elected to use the post-paid option.

The proposed section makes it an offence for a registered operator who is using the post-paid option to fail to give TfNSW a current odometer reading for the vehicle at intervals prescribed by the regulations.

Division 2 Administration

Clause 18 makes it an offence to fail to give an odometer reading for a relevant zero or low emissions vehicle to TfNSW, in the way approved by TfNSW, at certain times, including times prescribed by the regulations.

Clause 19 enables TfNSW to issue a notice to a person who has given TfNSW an odometer reading when selling or otherwise disposing of a relevant zero or low emissions vehicle. The notice may either—

- (a) contain an assessment of the road user charges payable in relation to the relevant zero or low emissions vehicle, or
- (b) specify a refund is payable to the person for road user charges paid in relation to the vehicle and how the refund will be paid.

If a person is issued with a notice containing an assessment of the road user charges payable, the person must pay the charges within 14 days after the date of the notice or within a longer period decided by TfNSW.

Clause 20 provides for the extension of time to give an odometer reading and the assessment of the amount of the road user charge if—

- (a) a relevant zero or low emissions vehicle is reported as stolen to the NSW Police Force, is a written-off light vehicle or is otherwise damaged, under repair or disposed of for scrap, and
- (b) TfNSW considers it would be unreasonable to require the vehicle's registered operator to provide an odometer reading, or provide an odometer reading by the time required.

Part 3 Miscellaneous

Clause 21 enables TfNSW, by notice published in the Gazette, to approve a device or system to be used to measure the number of kilometres travelled by a relevant zero or low emissions vehicle for the purposes of the proposed Act.

Clause 22 enables TfNSW to, by written notice given to a person, require the person to give TfNSW certain information or a document within the person's custody or control for the purposes of calculating whether a person is liable to pay road user charges and the amount of the charges. The proposed section makes it an offence to fail to comply with the notice unless the person has a reasonable excuse.

Clause 23 enables TfNSW to enter into an information sharing arrangement in relation to information relevant to road user charges or equivalent or similar charges under the law of another State or Territory with—

- (a) another government sector agency or the head of a government sector agency, or
- (b) an agency of another State or Territory.

Clause 24 enables the Minister to enter into arrangements with another State or Territory about the collection of payments in relation to road user charges payable in the other State or Territory for vehicles registered in New South Wales that travel on roads in the other State or Territory.

Clause 25 provides for proceedings for an offence under the proposed Act or regulations to be dealt with summarily before the Local Court.

Clause 26 enables offences against the proposed Act and offences prescribed by the regulations as penalty notice offences to be dealt with by the issue of a penalty notice rather than through court proceedings.

Clause 27 enables the Governor to make regulations for the purposes of the proposed Act and specifies matters for which the regulations may provide.

Schedule 1 Dictionary

The Dictionary defines certain terms used in the proposed Act.

Schedule 2 Savings and transitional provisions

The proposed Schedule contains a transitional provision relating to certain battery electric vehicles or hydrogen fuel cell electric vehicles.

Schedule 3 Amendment of Duties Act 1997 No 123

Schedule 3 amends the *Duties Act 1997* to exempt applications to register certain zero or low emissions vehicles from duty charged under Chapter 9 of the Act.



New South Wales

Electric Vehicles (Revenue Arrangements) Bill 2021

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New South Wales

Electric Vehicles (Revenue Arrangements) Bill 2021

No. , 2021

A Bill for

An Act to provide for a system of distance-related road user charges for zero and low emissions vehicles and to amend the *Duties Act 1997* to exempt certain zero and low emissions vehicles from the payment of duty under Chapter 9 of that Act.

The Legislature of New South Wales enacts—	1
Part 1 Preliminary	2
1 Name of Act	3
This Act is the <i>Electric Vehicles (Revenue Arrangements) Act 2021</i> .	4
2 Commencement	5
This Act commences on the date of assent to this Act.	6
3 Object of Act	7
The object of this Act is to establish a system of distance-related road user charges for persons who use certain zero and low emissions vehicles.	8 9
4 Definitions	10
The Dictionary in Schedule 1 defines terms used in this Act.	11
Note. The <i>Interpretation Act 1987</i> also contains definitions and other provisions that affect the interpretation and application of this Act.	12 13
5 Act binds Crown	14
This Act binds the Crown.	15
6 Extraterritorial operation of Act	16
This Act is intended to have extraterritorial application as far as the legislative powers of the State permit, including in relation to zero or low emissions vehicles registered in New South Wales that travel on roads in other States or Territories.	17 18 19
7 Motor vehicles that are excluded from the application of Act	20
Each of the following is an <i>excluded motor vehicle</i> for the purposes of this Act—	21
(a) a motor vehicle that is not required to be registered in New South Wales,	22
(b) a heavy vehicle,	23
(c) a motor vehicle that is of a type, or used for a purpose, prescribed by the regulations for this section.	24 25

Part 2	Road user charges	1
Division 1	Liability for and calculation of road user charges	2
8	Road user charges payable in relation to certain zero or low emissions vehicles	3
	A road user charge is payable in relation to a zero or low emissions vehicle if—	4
	(a) the zero or low emissions vehicle was purchased on or after the relevant date, or	5 6
	(b) it is a battery electric vehicle or hydrogen fuel cell electric vehicle—	7
	(i) that was purchased before the relevant date, and	8
	(ii) in relation to which duty was not paid under the <i>Duties Act 1997</i> , Chapter 9 because of the operation of section 270D of that Act.	9 10
9	Registered operators liable for road user charges	11
	The registered operator for a relevant zero or low emissions vehicle is liable for a road user charge payable in relation to the vehicle.	12 13
10	Circumstances in which road user charges payable	14
(1)	A road user charge is payable for each kilometre for which a relevant zero or low emissions vehicle travels on a public place.	15 16
(2)	To avoid doubt, a road user charge is not payable for travel by a relevant zero or low emissions vehicle on private land.	17 18
(3)	For the purposes of subsection (1), the road user charge is payable in relation to each kilometre for which a relevant zero or low emissions vehicle travels regardless of whether the land on which it travels—	19 20 21
	(a) is a road or another place, or	22
	(b) is in New South Wales or another State or Territory.	23
(4)	The regulations may provide that kilometres travelled on the following are not kilometres for which a road user charge is payable—	24 25
	(a) a specified road or specified place,	26
	(b) a type of road or a type of place.	27
(5)	In this section—	28
	public place includes—	29
	(a) a road, or road related area, within the meaning of the <i>Road Transport Act</i> <i>2013</i> , and	30 31
	(b) another place—	32
	(i) the public is entitled to use, is open to members of the public or is used by the public, whether or not on payment of money, or	33 34
	(ii) the occupier of which allows, whether or not on payment of money, members of the public to enter.	35 36
11	Calculation of indexed amount	37
(1)	The indexed amount for the 2021–22 financial year is 2.500 cents per kilometre.	38
(2)	For a financial year after the 2021–22 financial year, the indexed amount is calculated using the following formula—	39 40
	$A = A_p \times \text{CPI}/\text{CPI}_p$	

where—	1
<i>A</i> is the indexed amount for the financial year.	2
<i>A_P</i> is the indexed amount for the previous financial year.	3
<i>CPI</i> is the Sydney All Groups CPI for the financial year.	4
<i>CPI_P</i> is the Sydney All Groups CPI for the previous financial year.	5
(3) The indexed amount is to be rounded to 3 decimal places.	6
(4) In this section—	7
<i>Sydney All Groups CPI</i> , for a financial year, means the Sydney All Groups Consumer Price Index Number in original terms for the most recent quarter, published before the start of the financial year by the Australian Bureau of Statistics.	8 9 10
12 Road user charge rate	11
(1) The road user charge rate for a financial year is—	12
(a) for a battery electric vehicle or hydrogen fuel cell electric vehicle—the indexed amount for the financial year, and	13 14
(b) for a plug-in hybrid electric vehicle—80% of the indexed amount for the financial year.	15 16
(2) The amount calculated under subsection (1)(b) is to be rounded to 3 decimal places.	17
(3) However, if the road user charge rate for a financial year (the <i>current financial year</i>) for a relevant zero or low emissions vehicle would be less than the road user charge rate for the previous financial year, the road user charge rate for the current financial year is the rate for the previous financial year.	18 19 20 21
(4) Transport for NSW must, before the start of each financial year, publish on a Government website a notice stating the road user charge rate for the financial year.	22 23
(5) However, failure to comply with subsection (4) does not affect the validity of a road user charge.	24 25
13 Road user charge	26
(1) For a relevant zero or low emissions vehicle, the road user charge for a period is the road user charge rate multiplied by the number of kilometres travelled by the vehicle on public land in the period.	27 28 29
(2) For the purposes of subsection (1), the number of kilometres travelled by a relevant zero or low emissions vehicle in a period is to be calculated by—	30 31
(a) taking the difference between the odometer of the vehicle at the start of the period and the end of the period, and	32 33
(b) reducing the number of kilometres measured under paragraph (a) by deducting—	34 35
(i) any kilometres Transport for NSW is satisfied have been travelled on private land, and	36 37
(ii) any other kilometres prescribed by the regulations.	38
(3) The number of kilometres travelled by a zero or low emissions vehicle in a period is to be rounded down to the nearest kilometre.	39 40
14 Odometer readings not available	41
(1) This section applies if a registered operator of a relevant zero or low emissions vehicle is not able to provide an odometer reading for the vehicle for a period.	42 43

(2)	The registered operator must provide an estimate of the number of kilometres travelled by the zero or low emissions vehicle during the period.	1 2
(3)	For the purposes of subsection (2), the estimate is to be calculated in a way Transport for New South Wales considers reasonable in the circumstances.	3 4
15	Payment of road user charges	5
	The registered operator of a relevant zero or low emissions vehicle must pay the road user charges payable in relation to the vehicle by—	6 7
(a)	paying the road user charge for the number of kilometres to be travelled by the vehicle before the vehicle travels the kilometres (the <i>pre-paid option</i>), or	8 9
(b)	if the regulations provide that registered operators of relevant zero or low emissions vehicles may pay road user charges for the number of kilometres travelled by the vehicle after the travel (the <i>post-paid option</i>)—by paying the road user charge for the number of kilometres travelled by the vehicle after the kilometres are travelled.	10 11 12 13 14
16	Pre-paid option for payment of road user charges	15
(1)	This section applies if the registered operator of a relevant zero or low emissions vehicle is paying the road user charges payable in relation to the vehicle by the pre-paid option.	16 17 18
(2)	The registered operator must pay to Transport for NSW the road user charge—	19
(a)	for each 1,000 kilometres the relevant zero or low emissions vehicle travels before the vehicle travels the kilometres, or	20 21
(b)	otherwise in accordance with the regulations.	22
(3)	To avoid doubt, for the purposes of subsection (2)(a), the registered operator of a relevant zero or low emissions vehicle may pay the road user charge for any multiple of 1,000 kilometres the vehicle will travel.	23 24 25
(4)	Before the registered operator of a relevant zero or low emissions vehicle may pay road user charges under the pre-paid option, the registered operator must give Transport for NSW a current odometer reading for the vehicle.	26 27 28
(5)	For the purposes of subsection (4), a registered operator of a relevant zero or low emissions vehicle must give the odometer reading in the way approved by Transport for NSW.	29 30 31
(6)	A registered operator of a relevant zero or low emissions vehicle who is using the pre-paid option to pay the road user charges payable in relation to the vehicle must ensure the vehicle does not travel a number of kilometres that is more than the number of kilometres for which the road user charge for the vehicle has been paid, unless the operator has a reasonable excuse.	32 33 34 35 36
	Maximum penalty—	37
(a)	for an individual—20 penalty units, and	38
(b)	for a body corporate—100 penalty units.	39
(7)	For the purposes of subsection (6), a reasonable excuse includes, but is not limited to, an excuse prescribed by the regulations.	40 41
17	Post-paid option for payment of road user charges	42
(1)	This section applies if the registered operator of a relevant zero or low emissions vehicle is paying the road user charges payable in relation to the vehicle by the post-paid option.	43 44 45

- (2) The registered operator of the relevant zero or low emissions vehicle may pay the road user charges in relation to the vehicle by the post-paid option only if the operator has, before travelling the number of kilometres for which the charges are payable, notified Transport for NSW the operator has elected to use the post-paid option to pay the charges. 1
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- (3) A registered operator of a relevant zero or low emissions vehicle who is using the post-paid option to pay the road user charge payable in relation to the vehicle must give Transport for NSW a current odometer reading for the vehicle at the intervals prescribed by the regulations. 6
7
8
9
Maximum penalty— 10
(a) for an individual—20 penalty units, and 11
(b) for a body corporate—100 penalty units. 12

Division 2 Administration 13

18 When number of kilometres travelled by relevant zero or low emissions vehicles must be reported 14 15

An odometer reading for a relevant zero or low emissions vehicle must be given to Transport for NSW, in the way approved by Transport for NSW— 16
17

- (a) at the time the vehicle is registered or registration is renewed, by the person applying for registration or renewal of registration, and 18
19
(b) when the vehicle is sold or otherwise disposed of, by the person selling or otherwise disposing of the vehicle within the period prescribed by the regulations, and 20
21
22
(c) when otherwise prescribed by the regulations. 23

Maximum penalty— 24

- (a) for an individual—20 penalty units, and 25
(b) for a body corporate—100 penalty units. 26

19 Sale or other disposal of vehicles 27

- (1) This section applies if a person selling or otherwise disposing of a relevant zero or low emissions vehicle gives Transport for NSW an odometer reading under section 18(b). 28
29
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- (2) Transport for NSW may issue to the person— 31
(a) a notice containing an assessment of the road user charges payable in relation to the relevant zero or low emissions vehicle by the person, or 32
33
(b) a notice specifying a refund is payable to the person for road user charges paid in relation to the relevant zero or low emissions vehicle and how the refund will be paid. 34
35
36
- (3) If the person is issued with a notice containing an assessment of road user charges payable in relation to the relevant zero or low emissions vehicle, the person must pay the charges within— 37
38
39
(a) 14 days after the date of notice containing the assessment, or 40
(b) a longer period decided by Transport for NSW. 41

20 Stolen vehicles, written-off vehicles, damaged vehicles etc 42

- (1) This section applies if— 43
(a) a relevant zero or low emissions vehicle is— 44

- (i) reported as stolen to the NSW Police Force, or 1
 - (ii) a written-off light vehicle, or 2
 - (iii) otherwise damaged or otherwise under repair, or 3
 - (iv) otherwise disposed of for scrap, and 4
- (b) Transport for NSW considers it would be unreasonable to require the vehicle's registered operator to— 5
 - (i) provide an odometer reading, or 7
 - (ii) provide an odometer reading by the time required under section 16 or 17. 8
9
- (2) Transport for NSW may— 10
 - (a) assess the amount of the road user charge payable based on an estimate of the kilometres travelled that Transport for NSW considers reasonable in the circumstances, or 11
12
13
 - (b) extend the time to provide the odometer reading. 14
- (3) In this section— 15
 - written-off light vehicle** has the same meaning as in the *Road Transport Act 2013*, section 83. 16
17

Part 3	Miscellaneous	1
21	Approval of devices or systems	2
	Transport for NSW may, by notice published in the Gazette, approve a device or system to be used to measure the number of kilometres travelled by a relevant zero or low emissions vehicle for the purposes of this Act.	3 4 5
22	Power to require information and documents	6
(1)	For the purposes of calculating whether a person is liable for road user charges or the amount of the charges, Transport for NSW may, by written notice given to the person, require the person to do either of the following within the period stated in the notice—	7 8 9 10
	(a) give Transport for NSW information described in the notice,	11
	(b) give Transport for NSW a document described in the notice that is in the person’s custody or control.	12 13
(2)	The person must comply with the notice unless the person has a reasonable excuse. Maximum penalty—	14 15
	(a) for an individual—20 penalty units, and	16
	(b) for a body corporate—100 penalty units.	17
23	Information sharing	18
(1)	Transport for NSW may enter into an arrangement with any of the following about the sharing of relevant information—	19 20
	(a) another government sector agency or the head of a government sector agency,	21
	(b) an agency of another State or Territory.	22
(2)	In this section—	23
	<i>government sector agency</i> has the same meaning as in the <i>Government Sector Employment Act 2013</i> .	24 25
	<i>head</i> , of a government sector agency, has the same meaning as in the <i>Government Sector Employment Act 2013</i> .	26 27
	<i>relevant information</i> means information relevant to—	28
	(a) road user charges under this Act, or	29
	(b) charges under the law of the other State or Territory that are equivalent or similar to road user charges under this Act.	30 31
24	Arrangements with other jurisdictions	32
	The Minister may enter into an arrangement with another State or Territory about the collection of payments in relation to road user charges payable under a law of that State or Territory for vehicles registered in New South Wales that travel on roads in the other State or Territory.	33 34 35 36
25	Proceedings for offences	37
	Proceedings for an offence under this Act or the regulations may be dealt with summarily before the Local Court.	38 39
26	Penalty notices	40
(1)	An authorised officer may issue a penalty notice to a person if it appears to the officer that the person has committed a penalty notice offence.	41 42

- (2) A penalty notice offence is an offence against this Act or the regulations that is prescribed by the regulations as a penalty notice offence. 1
2
- (3) The *Fines Act 1996* applies to a penalty notice issued under this section. 3
Note. The *Fines Act 1996* provides that, if a person issued with a penalty notice does not wish to have the matter determined by a court, the person may pay the amount specified in the notice and is not liable to any further proceedings for the alleged offence. 4
5
6
- (4) The amount payable under a penalty notice issued under this section is the amount prescribed for the alleged offence by the regulations, not exceeding the maximum amount of penalty that could be imposed for the offence by a court. 7
8
9
- (5) For the purposes of subsection (4), the amount prescribed must not be more than the maximum amount of penalty that could be imposed for the offence by a court. 10
11
- (6) This section does not limit the operation of any other provision of, or made under, this or any other Act relating to proceedings that may be taken in respect of offences. 12
13
- (7) In this section— 14
authorised officer means— 15
(a) a member of the NSW Police Force, or 16
(b) a person declared by the regulations to be an authorised officer for the purposes of this section. 17
18

27 Regulations 19

- (1) The Governor may make regulations about a matter that is— 20
(a) required or permitted to be prescribed by this Act, or 21
(b) necessary or convenient to be prescribed for carrying out or giving effect to this Act. 22
23
- (2) Without limiting subsection (1), the regulations may provide for the following— 24
(a) exemptions and concessions in relation to the classes of vehicles and registered operators of vehicles to which this Act applies, 25
26
(b) refunds, discounts and waivers in relation to road user charges, 27
(c) matters in relation to the payment of road user charges, including pre-paid and post-paid options and the ways in which charges may be paid, 28
29
(d) matters relating to the calculation of the number of kilometres zero or low emissions vehicles have travelled on private land, including the evidence required to establish proof of the number of kilometres travelled on private land, 30
31
32
33
(e) matters in relation to the assessment of road user charges, including— 34
(i) the issue of invoices for charges, and 35
(ii) objections to and appeals against the assessment of charges, and 36
(iii) reassessment of road user charges, 37
(f) the payment of interest and penalties in relation to failures to pay road user charges or the late payment of road user charges, 38
39
(g) the recovery of unpaid road user charges, 40
(h) matters relating to the enforcement of this Act, including— 41
(i) the inspection of vehicles, and 42
(ii) the ways in which odometer readings for zero or low emissions vehicles may be verified, and 43
44

- | | | |
|-------|--|-------------|
| (iii) | the power to cancel or suspend the registration of zero or low emissions vehicles for failure to pay road user charges or otherwise comply with this Act, | 1
2
3 |
| (i) | matters relating to the liability to pay road user charges when ownership or registration of zero or low emissions vehicles is transferred or otherwise changes, | 4
5
6 |
| (j) | records to be kept for the purposes of this Act, | 7 |
| (k) | returns to be provided for the purposes of this Act, | 8 |
| (l) | the service of notices under this Act. | 9 |
| (3) | The regulations may create offences punishable by a penalty of not more than— | 10 |
| (a) | 20 penalty units for an individual, or | 11 |
| (b) | 100 penalty units for a body corporate. | 12 |

Schedule 1 Dictionary

	1
section 4	2
2021–22 financial year means the financial year starting on 1 July 2021.	3
battery electric vehicle means a motor vehicle that—	4
(a) uses only an electric motor for propulsion, and	5
(b) is not fitted with—	6
(i) a fuel cell, or	7
(ii) an internal combustion engine.	8
excluded motor vehicle —see section 7.	9
financial year means the period—	10
(a) starting on 1 July in a year, and	11
(b) ending on 30 June in the following year.	12
heavy vehicle has the same meaning as in the <i>Road Transport Act 2013</i> .	13
hydrogen fuel cell electric vehicle means a motor vehicle that—	14
(a) uses an electric motor for propulsion, and	15
(b) is equipped with a fuel cell for converting hydrogen to electricity, and	16
(c) is not fitted with an internal combustion engine.	17
motor vehicle means—	18
(a) a motor vehicle within the meaning of the <i>Road Transport Act 2013</i> , but	19
(b) does not include an excluded motor vehicle.	20
odometer includes—	21
(a) a system of vehicle telematics installed in a relevant zero or low emissions vehicle by the manufacturer of the vehicle, and	22
(b) another device or system that measures the number of kilometres travelled by a vehicle and approved by Transport for NSW under section 21.	24
25	25
plug-in hybrid electric vehicle means a motor vehicle that—	26
(a) uses an electric motor for propulsion, and	27
(b) takes and stores energy from an external source of electricity, and	28
(c) is fitted with an internal combustion engine for—	29
(i) the generation of electrical energy, or	30
(ii) propulsion of the vehicle.	31
post-paid option —see section 15(b).	32
pre-paid option —see section 15(a).	33
registered operator , for a zero or low emissions vehicle, means—	34
(a) the registered operator of the vehicle under the <i>Road Transport Act 2013</i> , or	35
(b) another person prescribed by the regulations.	36
relevant date means the earlier of the following—	37
(a) 1 July 2027,	38
(b) the date prescribed by the regulations as being the date on which the Minister is reasonably satisfied sales of battery electric vehicles in New South Wales will be 30% of new vehicle sales in New South Wales.	39
40	40
41	41
relevant zero or low emissions vehicle means a zero or low emissions vehicle referred to in section 8.	42
43	43

zero or low emissions vehicle means—

- (a) a battery electric vehicle, or
- (b) a hydrogen fuel cell electric vehicle, or
- (c) a plug-in hybrid electric vehicle.

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Schedule 2	Savings and transitional provisions	1
1	Transitional provision for odometer readings for certain zero or low emissions electric vehicles	2
		3
(1)	This section applies to a relevant zero or low emissions electric vehicle referred to in this Act, section 8(b).	4
		5
(2)	Despite this Act, section 16, the registered operator of the relevant zero or low emissions electric vehicle is not required to give Transport for NSW a current odometer reading for the vehicle until the date on which the registration of the vehicle is first renewed after the relevant date.	6
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Schedule 3 Amendment of Duties Act 1997 No 123

Section 270D

Insert after section 270C—

270D Exemption for certain zero and low emissions vehicles

(1) Duty under this Chapter is not chargeable on an application to register a motor vehicle if the motor vehicle is an eligible zero or low emissions vehicle.

(2) In this section—

battery electric vehicle has the same meaning as in the *Electric Vehicles (Revenue Arrangements) Act 2021*.

eligible zero or low emissions vehicle means a zero or low emissions vehicle that is—

(a) a battery electric vehicle or hydrogen fuel cell electric vehicle—

(i) acquired, whether as a new or used vehicle, between 1 September 2021 and the relevant date, and

(ii) that has a dutiable value of less than \$78,000, or

(b) a zero or low emissions vehicle sold on or after the relevant date, whether as a new or used vehicle.

hydrogen fuel cell electric vehicle has the same meaning as in the *Electric Vehicles (Revenue Arrangements) Act 2021*.

relevant date has the same meaning as in the *Electric Vehicles (Revenue Arrangements) Act 2021*.

zero or low emissions vehicle has the same meaning as in the *Electric Vehicles (Revenue Arrangements) Act 2021*.