

Kerbside EV charging trial network tariff

Background

CitiPower, Powercor and United Energy (the businesses) held a 1.5-hour workshop on 23rd September 2025 with 17 participants to discuss the need for and design of a kerbside electric vehicle charging (KEVC) trial network tariff. An online questionnaire was returned by an additional two stakeholders. Participants included KEVC infrastructure owners, operators and retailers.

The need

There was consensus that the default small business network tariff was not fit-for-purpose for KEVC. Additionally, the growth of electric vehicles is critical to achieving emissions reduction targets and the availability of public EV charging is a prerequisite for EV growth.

Kerbside EV charger characteristics

KEVC can be in residential or small commercial areas. Charging mostly occurs during the day and/or early evening and is location dependent. Average charge period is 2 to 3 hours but depends on parking restrictions. Utilisation depends on location.

Trial tariff eligibility

The businesses proposed to define a KEVC as a dedicated charger with supply capacity up to 44 kW with its own NMI.

The proposed definition intentionally excluded larger DC chargers, which are typically found alongside commercial loads or on freeways.

Most participants supported the definition. There was one participant who disagreed and stated that the proposed definition was discriminatory and large DC chargers should be included in the definition because they served the same market and experience a similar demand profile as KEVC.

We have maintained our definition because we are concerned that large DC charging stations, which can have demand of several hundred kW, can have a significant impact on the network. A relatively simple KEVC trial tariff would not be appropriate for large charging stations. We envisage trialling more dynamic tariffs for larger loads once we have implemented the necessary systems.

The trial tariff will be available irrespective of KEVC ownership or meter type.

Vehicle-to-grid

There was consensus on supporting vehicle-to-grid as a future feature to KEVC tariffs, although it was not an immediate priority due to current infrastructure limitations.

Trial period

The KEVC trial tariff will commence on 1 July 2026 and run for three years. If the trial tariff is deemed successful, then it will be extended for a further two years.

Trial tariff structure

One participant advocated for a dynamic pricing tariff. The businesses do not yet have the processes and systems to trial dynamic tariffs. In this context, there was consensus that the trial tariff structure should be simple and encourage midday charging such as the proposed residential tariff structure for the next regulatory period.

We will apply the following KEVC trial network tariff structure in CitiPower, Powercor and United Energy.

All days	import charge	c/kWh	Off-peak		Saver	Peak	
Seasonal	export credit	c/kWh				Dec, Jan, Feb Jun, Jul, Aug	
			12am	11am	4pm	9pm	

Trial tariff pricing

Participants asked that the trial tariff to be priced to encourage the use of KEVC to help achieve the emissions reduction target.

We have considered fairness, price signals and emissions reduction in the tariff rates:

- we will set the 2026-27 saver and off-peak charge equal to the residential rates
- we will set the 2026-27 peak charge equal to half the residential peak rate
- we will set the 2026-27 peak period export credit equal to the residential CER tariff export credit.

Below are 2026-27 indicative tariff rates for the CitiPower distribution area.

All days	import charge	c/kWh	4.7 c/kWh		1 c/kWh	9.5 c/kWh	
Seasonal	export credit	c/kWh				7 c/kWh	
			12am	11am	4pm	9pm	

The intention is to maintain similar pricing relative to the residential rates for the remaining years.