

6 March 2025

E. Burgueno
fyi-request-30095-0cdc86ca@requests.fyi.org.nz

REF: OIA-17624

Dear E. Burgueno

Request made under the Official Information Act 1982

Thank you for your email of 14 February 2025 requesting the following information regarding road user charges (RUC) licences under the Official Information Act 1982 (the Act):

1. A breakdown of the different items/services/etc that each of these fees supports paying for. This would ideally be expressed in percentiles, e.g.: "label printing: 3%, postage: 27%" etc. A table would be nice but not required.

Component	Channel purchased through:			
	Agent (\$)	Industry agent, Direct Connect customers, ERUC provider (\$)	Online (\$)	Phone/fax (\$)
Staff costs	0	0	0.08	2.19
Agent fees paid	6.44	0	0	0
POLi or credit card fees	0	0	4.47	4.47
Label productions and mailings	0	0	0.79	0.79
Business and Corporate overheads	5.48	5.48	5.48	5.48
Total (excluding GST)	11.92	5.48	10.82	12.93
Grand total (including GST)	13.71	6.30	12.44	14.88

2. Total admin fees collected since RUC for EVs have been introduced, tabulated by year and online vs OTC [over the counter].

We have interpreted this part of your request as for total RUC administration fees only and not Motor Vehicle Licensing and registration administration fees

Information for this part of your request is outlined in the following document:

- Attachment 1 – RUC administration fee data April 2024-February 2025 (*spreadsheet*).

The following should be noted in relation to Attachment 1:

- It is difficult to split information between internet (online) and over-the-counter transactions. Transactions involving agents, including our contact centre, have therefore all been included in the “Over the counter/Agents/Contact Centre” category.
- Information is provided for the period from when RUC on electric vehicles (EVs) went live on 1 April 2024. Given this is a period of 11 months, we have provided monthly figures rather than yearly.
- Due to the nature of the RUC Admin Other category transactions, a reporting materiality allowance of \$100 per month has been applied to the reporting splits.
- The values given in Attachment 1 are exclusive of GST. When purchasing RUC a GST rate of 15 percent is charged and collected on top of these fees.

You may also be interested in information about the fees and funding review which is available on our website at:

<https://www.nzta.govt.nz/about-us/public-consultation-hub/archived-consultations/regulatory-funding-and-fees-consultation/>

3. Sum of "number of RUC units" purchased per transaction since RUC for EVs have been introduced (eg: xx transactions purchased 1 unit, yy transactions purchased 5 units, etc).

On 18 February 2025 you clarified this part of your request as follows:

For the purposes of this question (part 3), please provide information on all RUC units. If it's possible to discriminate between EV and non-EV RUC units, I would appreciate both figures; but should this be burdensome, totals for all fleet are fine.

Information for this part of your request is outlined in the following table:

RUC purchases since 1 April 2024 by RUC Units and Motive Power				
RUC Units (1,000 km)	Motive Power			
	BEV	HEV	ICE	Unpowered
1 Unit	30,040	19,654	726,462	133,254
2 Units	27,680	11,986	533,839	84,833
3 Units	20,674	10,329	364,200	66,365
4 Units	8,835	4,728	118,180	16,185
5 Units	40,785	21,569	552,489	88,291
6 Units	4,864	2,625	49,495	3,858
7 Units	2,621	1,367	32,514	1,443
8 Units	2,152	1,257	26,230	2,482
9 Units	806	619	11,859	636
10 Units	31,668	20,321	396,793	13,676
11 Units	306	176	8,217	525

RUC purchases since 1 April 2024 by RUC Units and Motive Power				
RUC Units (1,000 km)	Motive Power			
	BEV	HEV	ICE	Unpowered
12 Units	867	397	12,136	827
13 Units	373	132	6,809	450
14 Units	215	115	5,100	487
15 Units	1,569	1,255	35,057	1,407
16 Units	117	61	3,392	271
17 Units	62	28	2,821	96
18 Units	79	40	2,789	150
19 Units	65	35	1,922	68
20 Units	2,237	1,587	50,361	1,066
21-25 Units	235	133	10,548	274
26-30 Units	225	160	11,510	156
31-50 Units	192	80	11,078	114
51-100 Units	19	20	7,795	19
>100 Units	0	0	11,433	3

The following caveats should be noted:

- Data has been extracted from the Motor Vehicle Register (MVR) and is current as at 3 March 2025.
- Data can only be reported on vehicles that have ever been entered into the MVR. Imports for private off-road use would not be recorded. Data is sourced from RUC licences and from vehicle attributes.
- Data is limited to RUC licences that have been purchased since 1 April 2024 (when RUC for EVs was introduced), and to RUC licences that have not been reversed and which were purchased for a non-zero number of distance units. Data is also limited to registered vehicles that had an active registration status at the time of RUC purchase.
- One RUC distance unit equates to a 1000km distance.
- Motive Power types for which the RUC licences have been purchased are:
 - "BEV" - Battery Electric Vehicles
 - "HEV" - Hybrid Electric Vehicles (plug-in and non-plug-in)
 - "ICE" - Internal Combustion Engine vehicles, powered by petrol, diesel, LPG, CNG or other fuel types
 - "Unpowered" - Towed vehicles (trailers and caravans).
- Vehicle types for which the RUC licences have been purchased are:
 - PASSENGER CAR/VAN
 - GOODS VAN/TRUCK/UTILITY
 - BUS
 - MOTOR CARAVAN
 - SPECIAL PURPOSE VEHICLE

- MOBILE MACHINE
 - TRAILER/CARAVAN
 - TRAILER NOT DESIGNED FOR H/WAY USE.
- “Registered” means that a vehicle is registered under Part 17 of the Land Transport Act 1998, and consequently a vehicle will have plates issued to it.
 - “Active” means that the vehicle's registration has not been cancelled and the registration has not lapsed.
 - “Cancelled” means that the vehicle has been manually deregistered.
 - “Lapsed” means that the vehicle has not had a valid vehicle licence for 12 months and has been automatically deregistered.
 - Data includes vehicles that may or may not be currently licensed for road use.
 - “Licenced” means that the current annual licensing fee for a vehicle has been paid, allowing it to travel on New Zealand roads. It is commonly referred to as “rego” by the New Zealand public.
 - MVR vehicle attributes are free text or user-selection. Mistakes may occur when this type of information is entered into the MVR (for example, misspellings, wrong selection type).

4. Any official explanation, policy, past, present or future plans, or otherwise information around the need for

4. a. using printed labels (as opposed to managing RUC licenses digitally)

Section 9 of the Road User Charges Act 2012 requires RUC licences to be purchased before a vehicle is operated on a road, and section 19 of the Act requires RUC licences to be displayed or carried in accordance with regulations. The Road User Charges Regulations 2012 sets out the requirements for display and carriage requirements for vehicles, and clauses 13 to 15 provide for both printed and electronic display.

Officials have previously considered and consulted on the possibility of removing the requirement to physically display a RUC licence. The most recent engagement was undertaken by Ministry of Transport Te Manatū Waka as part of the 2022 Driving Change consultation, and proposal 3.9 of the document is available on its website at:

<https://www.transport.govt.nz/assets/Uploads/RUCDD-2022.pdf>

Following that consultation, no decisions were made by Cabinet to change requirements to display a RUC licence. Any change to transport legislation is a decision for both Minister of Transport and Cabinet.

4. b. charging a flat fee regardless of number of RUC units purchased per transaction I am particularly interested in any cost-benefit analysis that may have been done for different alternatives around these options.

At present, NZ Transport Agency Waka Kotahi (NZTA) does not have the technology to enable variable charges to the payee at point of sale. NZTA charges an average flat rate administration fee on

each transaction, irrespective of the transaction amount, which has enabled NZTA to provide customers with the certainty of transaction value from the outset.

NZTA looks across evolving payment solutions to maintain reasonable costs for our customers.

In line with NZTA policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with NZTA, please contact us by email to official.correspondence@nzta.govt.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Chris Rodley', written in a cursive style.

Chris Rodley

National Manager, Regulatory System Design