

OC240186

25 March 2024



Tēnā koe 

I refer to your email dated 26 February 2024 requesting the following information under the Official Information Act 1982 (the Act):

*“...Any documents, reports, or studies conducted or commissioned by the Ministry of Transport and/or Waka Kotahi that assess the financial impact of imposing road user charges on plug-in hybrid vehicle users.*

*Any documents, reports, or studies conducted or commissioned by the Ministry of Transport and/or Waka Kotahi that assess what contributions to road funding are already made by owners of PHEV.*

*Details on the methodologies utilised to compare the road funding contributions made by owners of PHEVs, full electric, diesel and petrol powered light vehicles.*

*Any correspondence, communications, or consultations between the Ministry of Transport and/or Waka Kotahi and relevant stakeholders, industry experts, or advocacy groups to understand a real-world assessment of what the existing contributions to roading funding are from owners of PHEVs.*

*Any other relevant information, data, or analysis pertaining to the calculation and assessment of the impact of road user charges on plug-in hybrid vehicle owners.”*

### **Publicly available information**

The Ministry of Transport has proactively released documents and reports on the discounted Road User Charges (RUC) rate for plug-in hybrid electric vehicles (PHEVs) at: [www.transport.govt.nz/assets/Uploads/EV-RUC-redacted-for-web.pdf](http://www.transport.govt.nz/assets/Uploads/EV-RUC-redacted-for-web.pdf).

The information on the website includes background internal papers, details on the workings and methodology used to calculate the 30 percent discount and contains related internal communication.

The Minister of Transport referred the Road User Charges (Light Electric RUC Vehicles) Amendment Bill, which will set the RUC rate for PHEVs, to the Transport and Infrastructure Select Committee (the Committee).

The Ministry provided the following information to the Committee, which includes some further information on the assumptions used in setting the proposed PHEV rate:

- an introductory briefing, which is available at:  
[www.parliament.nz/resource/en-NZ/54SCTIN\\_ADV\\_60f18385-f31e-4c3e-1dba-08dc38a90c66\\_TIN486/4640cd7a7fb7f8be0c2ea1c0595e73236441b814](http://www.parliament.nz/resource/en-NZ/54SCTIN_ADV_60f18385-f31e-4c3e-1dba-08dc38a90c66_TIN486/4640cd7a7fb7f8be0c2ea1c0595e73236441b814)
- a final departmental report and advice on potential changes to the Bill, which may be viewed at:  
[www.parliament.nz/resource/en-NZ/54SCTIN\\_ADV\\_60f18385-f31e-4c3e-1dba-08dc38a90c66\\_TIN1082/e69f6e2b63ae81e98f300a8d3cc146de8b21ae76](http://www.parliament.nz/resource/en-NZ/54SCTIN_ADV_60f18385-f31e-4c3e-1dba-08dc38a90c66_TIN1082/e69f6e2b63ae81e98f300a8d3cc146de8b21ae76)

Following the Committee's report, the Minister of Transport has announced an increase in the discount for PHEVs, from 30 percent to 50 percent. This means the RUC rate for PHEVs will be \$38 per 1,000 kilometres. You can view the Minister's press release at:  
[www.beehive.govt.nz/release/minister-confirms-reduced-ruc-rate-phevs](http://www.beehive.govt.nz/release/minister-confirms-reduced-ruc-rate-phevs)

You may also be interested in the submissions and correspondence on the proposed PHEV rate received by the Committee, which may be viewed at:  
[www.parliament.nz/resource/en-NZ/54SCTIN\\_ADV\\_60f18385-f31e-4c3e-1dba-08dc38a90c66\\_TIN486/4640cd7a7fb7f8be0c2ea1c0595e73236441b814](http://www.parliament.nz/resource/en-NZ/54SCTIN_ADV_60f18385-f31e-4c3e-1dba-08dc38a90c66_TIN486/4640cd7a7fb7f8be0c2ea1c0595e73236441b814)

All of the information you seek in relation to documents, reports, studies and data is already publicly available. Therefore section 18(d) of the Act applies to these parts of your requests.

### Information released to you

Enclosed is the correspondence and communications relevant to the section of your request where "correspondence, communications or consultations" were requested. These are not already publicly available. You may note that some information has been withheld under section 9(2)(a) of the Act to protect the privacy of individuals.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz)

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Matt Skinner  
Manager Revenue  
Ministry of Transport

**From:** s 9(2)(a)  
**To:** s 9(2)(a)  
**Cc:** [Info: S.Brown@ministers.govt.nz](mailto:S.Brown@ministers.govt.nz)  
**Subject:** PHEV road user charges  
**Date:** Thursday, 29 February 2024 11:13:24 PM

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Kia ora s 9(2)(a)

I hope you are keeping well?

I wanted to reach out regarding the upcoming introduction of road user charges (RUC) for PHEVs, starting on 1st April.

My husband and I live in Bulls and drive to the office every day, in Palmerston North, we travel 73kms a day. We own a PHEV, brought it thinking it was going to be great, we could help save the planet by using less fossil fuel with our everyday running. Did this happen? Nope we are lucky if we get 15kms out of the battery on the daily, as this is an older vehicle 2015 the battery only ever gets max 20kms, if we are lucky.

PHEVS use petrol as well as battery, we plug in at night and trickle feed the battery. Depending on running not everyone gets the same use out of the battery, there are several factors, age of the battery, speed at which the car is driven (50ks vs 100ks) and temperature of the atmosphere.

If we lived in Palmerston North and drove around town on the battery, I would be super happy to pay for the RUC. But when we, my husband and I are in the same vehicle and it is already costing about \$90 a week to get to work, we pay for tax at the pump when purchasing petrol and now with RUC being \$53.00 per 1000kms it feels like we are being charged double.

Our weekly running:

76 kms daily  
5 Days a week - sometimes 6 days a week  
Totals 380 kms a week

76 kms daily

15 kms electric daily  
Totals 75kms weekly on electric

61 kms petrol running  
Totals 305kms petrol running weekly

Estimated 305kms weekly, should not be charged for RUC.

NOTE: At this stage these are estimates if you would like more, I can start to take more notice and keep a log of petrol top ups and kms travelled.

Every 3 weeks we will be purchasing a 1000kms of RUC, on top of the petrol and electricity, at the cost of \$53.00.

<https://www.nzta.govt.nz/vehicles/road-user-charges/ruc-for-electric-vehicles/>

The farmers are able to get a refund for diesel vehicles that are used off roads.

<https://www.nzta.govt.nz/vehicles/fuel-excise-duty-refunds/>

Why as a dual fuel vehicle are we unable to get a refund, when we are going to be paying twice? I am all for user pays, which I do every week at the pump? I'm not saying don't charge me for RUC on the electric I use, not everyone using a PHEV uses it the same way. At least make it fair.

Not everyone fits into the box that has been created.

Can you please look into RUC refund for PHEVs?

Kind regards s 9(2)(a)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** [s 9\(2\)\(a\)](#)  
**Subject:** RE:  
**Date:** Wednesday, 24 January 2024 10:01:25 AM

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Dear [s 9\(2\)](#)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Kim, transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug in hybrids from 11:59pm on 31 March 2024 are outlined below.**

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

[s 9\(2\)\(a\)](#) the Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty ([he/him](#))**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

M: +64 4 439 9000 E: [info@transport.govt.nz](mailto:info@transport.govt.nz) | [transport.govt.nz](https://transport.govt.nz)



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MINISTRY OF TRANSPORT

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**From:** s 9(2)(a)

**Sent:** Friday, January 19, 2024 4:20 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:**

Hi just wondering how you can justify charging e.v users a road users charge, let alone charging anyone a road user charge when or roads are in such a state of disrepair that it is quite apparent the money being charged is obviously not being used to maintain our roads to a comfortable standard, most confused

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: Amin Fee RUC and Plug in Hybrid Charges.  
**Date:** Tuesday, 13 February 2024 3:07:19 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

The admin fee does apply for every RUC purchase. It covers the cost of the transaction/processing fees, label fees, as well as NZTA administration. It is the same fee regardless of the amount of RUC you purchase.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. As part of the work on the full transition, we are also considering matters such as the need for stickers. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.**

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- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.



You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**

Kairuruku | Business Support Coordinator

PSA Workplace Union Delegate

**Te Manatū Waka Ministry of Transport**

s 9(2)(a)

[transport.govt.nz](https://transport.govt.nz)



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**PSA**



**From:** s 9(2)(a)

**Sent:** Sunday, February 11, 2024 8:00 PM

**To:** Info <info@transport.govt.nz>

**Subject:** Amin Fee RUC and Plug in Hybrid Charges.

Is the Admin fee payable for every RUC purchase or just the first one?

Also I would like to question the fairness of charges for a plug in hybrid.

We have a 2014 Mitsubishi Outlander PHEV which is capable of about 60km of pure electric motoring.

We pay tax on the fuel used, and tax on the electricity to charge.

I cant see how \$54 per 1000km plus \$12.44 Admin fee is a fair charge for using a supposedly more economical vehicle!

Regards

s 9(2)(a)





**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: Double tax - electric RUC  
**Date:** Thursday, 1 February 2024 3:27:47 PM

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Good afternoon s 9(2)(a)

I have passed on your feedback and concerns to the appropriate team within the Ministry.

Kind regards,

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

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**From:** s 9(2)(a)

**Sent:** Thursday, February 1, 2024 12:07 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Re: Double tax - electric RUC

Ethan,

Thanks for the information, but this doesn't address the issues I raised.

My hybrid only does 20 km on battery. Most hybrids now do at least 40km.

The rest of the time I'm on petrol. Your suggested 3 litres per 100 km, is 33 km per litre. My vehicle does 15 km per litre.

So my vehicle does around half an average phev distance on battery, and twice the fuel consumption of your average.

This equates to more than double tax for RUC.

Again, I'd suggest a reduced rate for specific vehicles, specific battery capacities and specific fuel consumption rates.

These are all confirmable with the vehicle manufacturers.

Regards,

s 9(2)(a)

s 9(2)(a)

On Wed, 31 Jan 2024, 10:01 AM Info, <[info@transport.govt.nz](mailto:info@transport.govt.nz)> wrote:

Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. s 9(2)(a) as part of the work on the full transition, we are also considering matters such as the need for stickers. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.**

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

s 9(2)(a) The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

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**From:** s 9(2)(a)

**Sent:** Tuesday, January 30, 2024 12:41 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Double tax - electric RUC

The proposed RUC for hybrid vehicles such as my Mitsubishi Outlander phev, is hardly fair

My 2013 vehicle only does 20km on battery, so any further travel will mean I'm paying twice (RUC and petrol tax).

Eg on a trip to Auckland, 650km return, I'll use c. 40km of battery, then c 600 km on petrol. At 15km/litre this is 40 litres. At 28.5 cpl tax, this is \$11.40.

Electric RUC is \$56/1,000km, so add \$33.60 while on petrol for 600km.

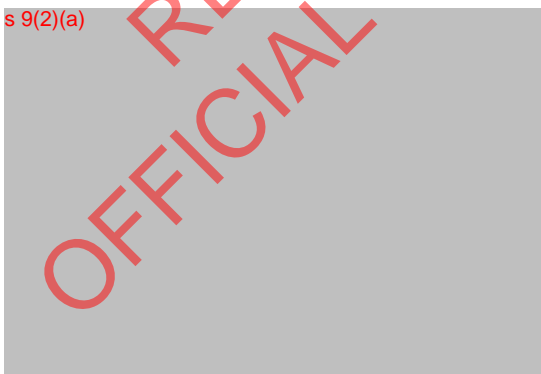
Note that using a charging station costs the same as running on petrol and adds hours to the trip (my personal charge out rate \$50/hr).

How am I going to apply for a rebate on this double tax?

My suggestion is to provide an exemption for RUC for vehicles with battery capacity less than 15 kWh.

Regards,

s 9(2)(a)



**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: EVs and RUC  
**Date:** Wednesday, 31 January 2024 3:40:27 PM  
**Attachments:** [image003.png](#)

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Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. s 9(2)(a) as part of the work on the full transition, we are also considering matters such as the need for stickers. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

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The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

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**From:** s 9(2)(a) <[s 9\(2\)\(a\)@nzpost.co.nz](mailto:s 9(2)(a)@nzpost.co.nz)>

**Sent:** Tuesday, January 16, 2024 4:32 PM

**To:** RUC Consultation 22 <[RUCConsultation22@transport.govt.nz](mailto:RUCConsultation22@transport.govt.nz)>

**Subject:** EVs and RUC

Hi,

I note that the Government has announced that electric vehicles will be required to pay RUC from 1 April 2024. Are you able to let me know whether NZ Post's electric Paxster fleet, which is used by our delivery agents to delivery mail items, are included in vehicles that would be subject to the RUC requirements?

<https://beehive.govt.nz/release/electric-vehicles-pay-road-user-charges>

Cheers

s 9(2)(a)

[nzpost.co.nz](http://nzpost.co.nz)

Please note I work part time.

Monday	Tuesday	Wednesday	Thursday	Friday
9am – 2.30pm	8am - 4.30pm	9am – 2.30pm	9am – 2.30pm	8am – 4.30pm



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**From:** s 9(2)(a)  
**To:** [Info](#)  
**Subject:** RE: New RUC for EV's - exemption available for older PHEVs?  
**Date:** Sunday, 25 February 2024 9:07:29 AM

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Hi Ethan,

Thank you for taking the time to reply. In regards to the 3 litres per 100 kilometers, even new our hybrid was between 4 and 5 litres for our day to day driving. Now that it is 7 years old that figure is between 6 and 7 litres per 100 kilometres because the battery is so degraded. Hence you can perhaps understand my concern at the new rate as for us and perhaps many other PHEV owners it is extremely unfair to add this much RUC on.

I would also like to mention these new rates have effectively rendered the second hand value of our car worthless, at least until such time as all vehicles are subject to RUC – any word on when this will be implemented?

Can you please advise how Ministry of Transport plans to address this unfairness in the PHEV charging rate – will there at least be an option to deregister a vehicle as a PHEV, i.e. remove the plug so it can no longer charge at all? This will be a financially better outcome for us and also ensure we can still sell our car should we wish to in the future.

I do appreciate the PHEV market is extremely hard to tax fairly, perhaps for PHEV's it would have been better to wait & address it as part of the upcoming universal road charges rather than trying to group them with the pure EV's.

Regards,

s 9(2)(a)

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**From:** Info <info@transport.govt.nz>

**Sent:** Friday, February 23, 2024 11:15 AM

**To:** s 9(2)(a)

**Subject:** RE: New RUC for EV's - exemption available for older PHEVs?

Hi s 9(2)(a)

Thank you for your email and apologies for the delay in getting back to you.

**The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.**

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

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Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

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**From:** s 9(2)(a)

**Sent:** Tuesday, January 23, 2024 9:02 AM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** New RUC for EV's - exemption available for older PHEVs?

To Whom It May Concern,

I wrote to NZTA regarding my concern with the new proposed rate for PHEV vehicles coming in to force on 1<sup>st</sup> April 2024. They advised I needed to contact yourselves.

My question relates to the new EU RUC charges coming in, specifically for PHEV vehicles. We have a Mitsubishi Outlander PHEV model s 9(2)(a) that we have had since April 2016 (purchased new). It has approx 289k kms on it. It still runs fine & we didn't plan to change it out for another couple of years or unless something major goes wrong with it. However the battery life on it has degraded to the point we get less than 10k's per charge out of it now.

We also live rural. Petrol is our second biggest bill each month behind our mortgage payments. We have 2 cars, each do about 30k km's per year. Based on the proposed new charges it would seem from 1st April 2024 we will need to start paying an extra \$1590 per year for our Outlander which seems quite outrageous as we spend almost as much on petrol for the Outlander as we do for our petrol car (Skoda Karoq 2019, s 9(2)(a)).

Is there any process under these new RUC's for owners of older PHEV vehicles (or those who do high km's) to be exempt or receive a reduced rate per 1000kms? Otherwise these new regulations will actually be encouraging rural people to buy petrol vehicles, unless they can afford the cost of an EV with the appropriate range.

Regards,



s 9(2)(a)



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**MINISTRY OF TRANSPORT**

**Wellington (Head Office)** | Ground Floor, 3 Queens Wharf | PO Box 3175 | Wellington 6011 | NEW ZEALAND | Tel: +64 4 439 9000 |

**Auckland** | NZ Government Auckland Policy Office | 45 Queen Street | PO Box 106238 | Auckland City | Auckland 1143 | NEW ZEALAND | Tel: +64 4 439 9000 |

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Please consider the environment before printing this email.

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RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: PHEV road user charges  
**Date:** Wednesday, 31 January 2024 9:29:37 AM

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Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. s 9(2)(a), as part of the work on the full transition, we are also considering matters such as the need for stickers. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.**

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty** ([he/him](#))

Te Rōpu Āwhina Pakihi | Business Support  
**Te Manatū Waka Ministry of Transport**  
M: +64 4 439 9000 E: [info@transport.govt.nz](mailto:info@transport.govt.nz) | [transport.govt.nz](http://transport.govt.nz)



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**From:** s 9(2)(a)

**Sent:** Sunday, January 28, 2024 9:09 PM

**To:** Issues Mailbox <issues@transport.govt.nz>

**Subject:** PHEV road user charges

Dear Ministry of Transport,

I would like to express my concerns regarding the inequitable methodology used for apply Road User Charges to Plug in Hybrid Electric Vehicles (PHEVs). While I support all road users paying for road upkeep, the current methodology will see PHEV owners unfairly double charged. Take, for instance, our 2018 Mitsubishi Outlander PHEV which has an electric range of 30km. Whenever we drive out of town on the open road the car runs almost entirely on petrol. For a 1000km return trip from Christchurch to Queenstown we will now have to purchase two or more tanks of petrol and in addition pay road user charges of \$53 whereas someone driving a regular hybrid vehicle will purchase the same amount of petrol but will not pay additional road user charges.

A more equitable policy would be to remove fuel excise duty from petrol prices and instead charge all vehicles Road User Charges regardless of their fuel type.

Thank you for considering my concerns.

Regards,

s 9(2)(a)

A large grey rectangular box redacting the signature and name of the sender.

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: PHEV RUC charges  
**Date:** Wednesday, 24 January 2024 9:58:26 AM

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Dear s 9(2)(a)

Thank you for your follow up email. The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners, instead of providing refunds.

Regards,

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

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**From:** s 9(2)(a)

**Sent:** Wednesday, January 24, 2024 6:10 AM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Re: PHEV RUC charges

Thank you for the reply, my main concern is the assumption that the PHEV's only consume 3 litres of petrol per 100km, it is more like 8 litres, well off the estimation.

Look for to the day when all vehicles pay RUC's as it will be the fairest way to charge. But in the meantime those of us who have to pay double tax, are we going to be allowed to present petrol invoices to Te manatu waka for credit against the next purchase of RUC's? If not, why not?

Regards

s 9(2)(a)

On Tue, 23 Jan 2024, 7:04 PM Info, <[info@transport.govt.nz](mailto:info@transport.govt.nz)> wrote:

Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

s 9(2)(a), we recognise your concern. Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.**

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

M: +64 4 439 9000 E: [info@transport.govt.nz](mailto:info@transport.govt.nz) | [transport.govt.nz](https://transport.govt.nz)



**From:** s 9(2)(a)

**Sent:** Tuesday, January 16, 2024 9:33 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** PHEV RUC charges

Hello,

I am extremely concerned to hear of the new RUC charges being proposed for PHEV's and the potential for double taxing of road user charges through RUC and petrol tax. To me the method of charging RUC's has not been thought through in any detail. By applying a blanket rate based on 3 litres petrol per 100km is far too optimistic and obviously has been proposed by someone who doesn't drive a PHEV. PHEV's cannot be recharged efficiently at charging stations due to their very slow charge rate, over 30 minutes to recharge 8kw which gets you another 20km distance. Far cheaper to put petrol in car as you get so much further for your money.

In my circumstances our car does approx 40km on the good day on battery power alone before the petrol motor starts powering the vehicle. I travel regularly between Kaikoura and Picton where I work, a return distance of over 300km before I can recharge batteries. The same applies to trips to christchurch. How do I claim the over paid petrol road taxes back? You can't expect me to be so severely penalised by double taxing me.

Regards

s 9(2)(a)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** [OCU](#)  
**Subject:** RE: PHEV RUC charges  
**Date:** Friday, 9 February 2024 1:35:46 PM  
**Attachments:** [image001.png](#)

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Okay perfect

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**From:** OCU <[ocu@transport.govt.nz](mailto:ocu@transport.govt.nz)>  
**Sent:** Friday, February 9, 2024 12:10 PM  
**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>; OCU <[ocu@transport.govt.nz](mailto:ocu@transport.govt.nz)>  
**Subject:** RE: PHEV RUC charges

Apologies,

Yes the Minister's Office has accepted transfer

Ngā mihi

**Harry Atkins** (He / Him)  
**Kaitohutohu - Tuhinga Ōkawa** | Adviser - Accountability and Correspondence  
s 9(2)(a) | [transport.govt.nz](https://transport.govt.nz)



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**From:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>  
**Sent:** Friday, February 9, 2024 11:56 AM  
**To:** OCU <[ocu@transport.govt.nz](mailto:ocu@transport.govt.nz)>  
**Subject:** RE: PHEV RUC charges

Just want to check where this is at?

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**From:** OCU <[ocu@transport.govt.nz](mailto:ocu@transport.govt.nz)>  
**Sent:** Monday, February 5, 2024 3:47 PM  
**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>  
**Subject:** RE: PHEV RUC charges

Kia ora Megan,

We're checking in with the Minister's Office to see if they will accept transfer.

Ngā mihi

**Harry Atkins** (He / Him)  
**Kaitohutohu - Tuhinga Ōkawa** | Adviser - Accountability and Correspondence  
s 9(2)(a) | [transport.govt.nz](https://transport.govt.nz)



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**From:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>  
**Sent:** Monday, February 5, 2024 1:44 PM  
**To:** OCU <[ocu@transport.govt.nz](mailto:ocu@transport.govt.nz)>  
**Subject:** FW: PHEV RUC charges

Hey team,

What should we do from here?

Thanks!

**Megan Campbell** (she/her)  
Business Support Coordinator | Kairuruku  
**Te Manatū Waka Ministry of Transport**

s 9(2)(a)

[transport.govt.nz](https://transport.govt.nz)

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**From:** s 9(2)(a)  
**Sent:** Monday, February 5, 2024 12:02 PM  
**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>  
**Subject:** Re: PHEV RUC charges

Can you please get Simeion to reply directly, I feel my concerns are falling on deaf ears without a true understanding of the problem.

Regards

s 9(2)(a)

On Thu, 25 Jan 2024, 4:09 PM s 9(2)(a) wrote:

You still don't get it do you? The estimated 3 litres per 100km is way off the mark. Typical of this government to make bad decisions based on incorrect data. In our case the fuel consumption is 7 to 8 litres per 100km. Our normal return journey is 315km, of which 40km at best can be driven on electric. I only wish we could get 3 litres per 100km, but we can't. We've owned the car for 18 months and have done over 32,000 km. This is what happens when you don't live in a city.... The minister needs to revisit his decision on the rate for PHEV's. I'd rather pay the full rate and claim back the petrol used in that period. I think that's the only fair way.

Regards

On Wed, 24 Jan 2024, 9:58 AM Info, <[info@transport.govt.nz](mailto:info@transport.govt.nz)> wrote:

Dear Kevin

Thank you for your follow up email. The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners, instead of providing refunds.

Regards,

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

M: +64 4 439 9000 E: [info@transport.govt.nz](mailto:info@transport.govt.nz) | [transport.govt.nz](https://transport.govt.nz)

---

**From:** s 9(2)(a)

**Sent:** Wednesday, January 24, 2024 6:10 AM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Re: PHEV RUC charges

Thank you for the reply, my main concern is the assumption that the PHEV's only consume 3 litres of petrol per 100km, it is more like 8 litres, well off the estimation.

Look for to the day when all vehicles pay RUC's as it will be the fairest way to charge. But in the meantime those of us who have to pay double tax, are we going to be allowed to present petrol invoices to Te manatu waka for credit against the next purchase of RUC's? If not, why not?

Regards

s 9(2)  
(a)

On Tue, 23 Jan 2024 7:04 PM Info, <[info@transport.govt.nz](mailto:info@transport.govt.nz)> wrote:

Dear s 9(2)  
(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

s 9(2)(a) we recognise your concern. Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's

commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

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- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
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The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**

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**From:** s 9(2)(a)

**Sent:** Tuesday, January 16, 2024 9:33 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** PHEV RUC charges

Hello,

I am extremely concerned to hear of the new RUC charges being proposed for PHEV's and the potential for double taxing of road user charges through RUC and petrol tax. To me the method of charging RUC's has not been thought through in any detail. By applying a blanket rate based on 3 litres petrol per 100km is far too optimistic and obviously has been proposed by someone who doesn't drive a PHEV. PHEV's cannot be recharged efficiently at charging stations due to their very slow charge rate, over 30 minutes to recharge 8kw which gets you another 20km distance. Far cheaper to put petrol in cars as you get so much further for your money.

In my circumstances our car does approx 40km on the good day on battery power alone before the petrol motor starts powering the vehicle. I travel regularly between Kaikoura and Picton where I work, a return distance of over 300km before I can recharge batteries. The same applies to trips to Christchurch. How do I claim the over paid petrol road taxes back? You can't expect me to be so severely penalised by double taxing me.

Regards

s 9(2)(a)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** [s 9\(2\)\(a\)](#)  
**Subject:** RE: Protest Against the New PHEV RUC Policy  
**Date:** Thursday, 25 January 2024 12:21:11 PM

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Dear [s 9\(2\)](#)

Thank you for your response.

Since 2009, EVs and plug-in hybrid vehicles have been exempted from paying RUC and contributing to the costs of maintaining our roads to encourage their uptake. You won't be paying double RUC once the exemption expires. You will however pay a reduced single RUC rate so that you are not double taxed when paying Fuel Excise Duty

Transitioning EVs and plug-in hybrids to RUC is the first step to bring all vehicles into the RUC system.

Kind regards,

**Rashmi Patel** ([she / her](#))

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

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MINISTRY OF TRANSPORT

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---

**From:** [s 9\(2\)\(a\)](#)

**Sent:** Wednesday, January 24, 2024 11:39 AM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** 回复: Protest Against the New PHEV RUC Policy

Hi Ethan,

Thank you for your prompt response.

My concern is that, as you mentioned, the reduced charges for Plug-in Hybrid Electric Vehicles (PHEVs) are based on the assumption of an average fuel consumption of less than 3 liters per 100 kilometers. However, the reality is that my 2017 Mitsubishi Outlander PHEV can only travel just over 20 kilometers on electric power alone, and most of the time, it relies on gasoline. In my case, for over half of the time, I may incur double Road User Charges (RUC), and the existing discount is only 30%. This is the situation even when I'm using the vehicle solely for my daily commute. If I go on a road trip during weekends or holidays, over 95% of the mileage would be subject to double RUC.

I believe that applying an average standard to charge me is unfair. I hope to receive an official response regarding this matter. Thank you.

Kind regards,

s 9(2)(a)

发件人: Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

发送时间: 2024年1月24日 11:06

收件人: s 9(2)(a)

主题: RE: Protest Against the New PHEV RUC Policy

Dear Rex

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. s 9(2)(a) transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

s 9(2)(a) the Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting NZTA's website.

Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

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**From:** s 9(2)(a)

**Sent:** Wednesday, January 24, 2024 10:28 AM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Protest Against the New PHEV RUC Policy

Dear NZTA,

I hope this letter finds you well. I am writing to express my strong opposition to the recently announced policy requiring all Plug-in Hybrid Electric Vehicles (PHEVs) to pay Road User Charges (RUC).

I recently purchased a 2017 PHEV, and despite its electric range, it can only run for just over 20 kilometers on a full charge. Additionally, during more than half of its operation, it relies on gasoline. What compounds this issue is the high fuel consumption during the petrol-powered phase, reaching up to 9L/100KM. This fuel efficiency is significantly higher than that of conventional hybrid models.

If RUC is imposed on my vehicle, it would result in an unjust situation where I would be paying double for most of the time when the car is using petrol. I believe in contributing to road maintenance costs, but subjecting my vehicle to dual charges seems inherently unfair.

I kindly request that NZTA reconsider this policy for PHEVs, taking into account the varying operational modes of such vehicles. It is crucial to differentiate between vehicles that predominantly use fossil fuels and those with a significant electric component.

Moreover, I have recently purchased this vehicle, and the abrupt imposition of RUC is a substantial financial burden that I did not anticipate when making the purchase. I request that this matter be reviewed promptly, and a response addressing my concerns be provided.

I appreciate your attention to this matter and look forward to your prompt reply.

Sincerely,

s 9(2)(a)



**From:** [Info](#)  
**To:** [s 9\(2\)\(a\)](#)  
**Subject:** RE: Question, comment, complaint  
**Date:** Thursday, 25 January 2024 3:12:54 PM

---

Dear [s 9\(2\)\(a\)](#)

This website provides you with the information that you are after:

<https://www.mbie.govt.nz/building-and-energy/energy-and-natural-resources/energy-generation-and-markets/liquid-fuel-market/duties-taxes-and-direct-levies-on-motor-fuels-in-new-zealand>

Ngā mihi,

**Rashmi Patel** (she / her)

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

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---

**From:** [s 9\(2\)\(a\)](#)

**Sent:** Wednesday, January 24, 2024 6:38 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Re: Question, comment, complaint

Ethan,

If you took the time to read my message then you must know that I agree that EV's should pay charges... My question is how much are petrol vehicles paying per litre of fuel?

Once I have this information I can calculate if we are being screwed.

Your site does have old information on this subject but I can't find the current information.

Thanks,

[s 9\(2\)\(a\)](#)

On Wed, Jan 24, 2024 at 10:03 AM Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)> wrote:

Dear [s 9\(2\)\(a\)](#)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs

hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. <sup>s 9(2)</sup><sub>(a)</sub> transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

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<sup>s 9(2)</sup><sub>(a)</sub> the Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**  
Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

M: +64 4 439 9000 E: [info@transport.govt.nz](mailto:info@transport.govt.nz) | [transport.govt.nz](http://transport.govt.nz)



Hāpaihia ana ngā tāngata o Aotearoa kia eke  
Enabling New Zealanders to flourish

**From:** s 9(2)(a)

**Sent:** Saturday, January 20, 2024 10:47 AM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Question, comment, complaint

Hi,

I have just received a letter informing me of the need to pay charges for my EV, now I believe in paying my fair share.

However your website doesn't make available (in a logical place) the fuel excise duty charges paid by petrol vehicles. The site only seems to have the old info..

<https://www.transport.govt.nz/area-of-interest/revenue/rates-of-petrol-excise-duty-and-road-user-charges/>

Now that link mentions petrol cars paying 45 cents per litre, which equals \$3.15 per hundred kilometers.

Why then is the charge for my EV going to be a whopping \$7.60 per hundred kilometers.

Can you please explain this, because on paper it looks certifiably insane.

s 9(2)  
(a)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: Re Double tax  
**Date:** Tuesday, 23 January 2024 10:30:29 AM

---

Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug in hybrids from 11:59pm on 31 March 2024 are outlined below.**

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

s 9(2)(a) the Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty** ([he/him](#))

Te Rōpu Āwhina Pakihi | Business Support

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MINISTRY OF TRANSPORT

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**From:** s 9(2)(a)

**Sent:** Wednesday, January 17, 2024 10:59 AM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Re Double tax

I'm so gutted to have just bought a phev.

I missed out on the rebate.

I knew rucs were coming in & I'm used to paying diesel kms so that's not the issue. It was advertised on the nzta website that phev's would be able to apply for an excise refund on this link:

<https://www.nzta.govt.nz/vehicles/fuel-excise-duty-refunds/>

That information has now been removed.

The problem is the one size fits all approach with phev's being taxed with rucs & fuel excise is just not fair.

I bought my car 11/2 weeks ago to reduce vehicle running costs

I work in a seasonal job where I travel 300km/day for 3 months of the year.

During this time I'm mostly busy working so I can charge twice a day to gain 80km in electric range out of 300km of driving.

I work as a seasonal AI tech on farms, there's very few fuel efficient vehicles suitable. It's very upsetting that I will have to pay fuel excise on 220km & rucs on 300km/day.

Most of the rest of the year my driving will be approximately 50% ev, 50% petrol as my car doesn't have the range for long trips which is mostly what we do.

No doubt there will be petitions about this but where can I escalate my argument to?

Thanks,

From s 9(2)(a)

**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: Request for RUC exemption  
**Date:** Monday, 19 February 2024 2:14:41 PM

---

Hi s 9(2)(a)

Thank you for your reply.

Your vehicle will still be required to pay road user charges as it is a plug-in hybrid. This would not change whether you use the plug in feature or not.

Ngā mihi nui,

**Ethan Fogarty** ([he/him](#))

Te Rōpu Āwhina Pakihi | Business Support

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---

**From:** s 9(2)(a)

**Sent:** Friday, February 16, 2024 10:54 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Re: Request for RUC exemption

Hi Ethan,

Thank you for your email and I have already emailed them. They send me to ask from you. Please find the attachments.

Thank you,

Kind regards,

s 9(2)(a)

On Wed, 14 Feb 2024, 2:55 pm Info, <[info@transport.govt.nz](mailto:info@transport.govt.nz)> wrote:

Kia ora s 9(2)(a)

Thank you for your email.

NZTA will be better suited to assist you with your query. You can their Road user charges team a call on 0800 655 644.

Ngā mihi nui,

**Ethan Fogarty** ([he/him](#))

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

M: +64 4 439 9000 E: [info@transport.govt.nz](mailto:info@transport.govt.nz) | [transport.govt.nz](https://transport.govt.nz)

**From:** s 9(2)(a)

**Sent:** Tuesday, February 13, 2024 10:48 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Request for RUC exemption

Hi There,

I have a Plugin Hybrid vehicle and it has a 10km EV range. So I am always using petrol to recharge the HV battery as usual Hybrid vehicles due to low EV range. If you are able to release RUC, I am willing to permanently disable the external charging system from the vehicle..

Thank you,

Kind regards,

s 9(2)(a)

---

**MINISTRY OF TRANSPORT**

**Wellington (Head Office)** | Ground Floor, 3 Queens Wharf | PO Box 3475 | Wellington 6011 | NEW ZEALAND | Tel: +64 4 439 9000 |

**Auckland** | NZ Government Auckland Policy Office | 45 Queen Street | PO Box 106238 | Auckland City | Auckland 1143 | NEW ZEALAND | Tel: +64 4 439 9000 |

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Please consider the environment before printing this email.

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**From:** [Official Correspondence NZTA](#)  
**To:** [Info](#)  
**Subject:** RE: Road User Charges- Climate Change  
**Date:** Monday, 19 February 2024 2:18:14 PM  
**Attachments:** [image002.png](#)

---

Kia ora Ethan

Yes it did come through on our end confirming we have it in hand for response!

Ngā mihi

Chanell

## Ministerial Services

**Te Waka Kōtuia** | Engagement & Partnerships

**Waka Kotahi** NZ Transport Agency

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[www.nzta.govt.nz](http://www.nzta.govt.nz)

---

**From:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>  
**Sent:** Monday, February 19, 2024 2:16 PM  
**To:** Official Correspondence <[Official.Correspondence@nzta.govt.nz](mailto:Official.Correspondence@nzta.govt.nz)>  
**Subject:** FW: Road User Charges- Climate Change

**CAUTION:** The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

Hi team,

Noticed some nzta emails were included in the below email – just checking in if this came through on your end and if your team were responding?

Ngā mihi nui,

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

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**From:** s 9(2)(a)  
**Sent:** Saturday, February 17, 2024 11:36 AM  
**To:** [ceoffice@nzta.govt.nz](mailto:ceoffice@nzta.govt.nz); [boardsecretariat@nzta.govt.nz](mailto:boardsecretariat@nzta.govt.nz); Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>  
**Subject:** Road User Charges- Climate Change

Tena Koutou,

We are writing to express concern and opposition to the new regulations regarding road user charges for Plug in Hybrids- PHEV's.

We own a 2014 Toyota Corolla PHEV that runs only on petrol. We have never charged this vehicle since we purchased it two years ago, as the fully charged range is a mere 15-20km.

As we are already taxed at the pump, it is unreasonable to apply an additional Road User charge for something we are not using. Many other people will be in the same situation.

In addition, costs for EV's' with RUC in some instances will be double. An EV on a return trip between Wellington and Auckland (with charging stops) will pay \$98.80 in RUC and a plug-in hybrid Toyota Prius would pay \$94.78, comprised of \$72.80 in RUC and \$21.98 in petrol taxes.

These figures are more than double what a driver of a Toyota Prius, non-plug-in conventional hybrid would pay for that journey, which would be just \$42.92 in petrol taxes.

This ill-informed scheme is also detrimental to businesses and organisations who have or want to transition their fleet to low emission vehicles.

In addition, EV sales have plummeted, 50% in December 2023 to a mere 5% in January 2024, as a result of the misguided government policies, which in turn will counter emissions reductions in this sector. The approach towards penalising EVs and PHEVs threatens to undermine New Zealand's existing climate plan. The Government has an obligation via the Paris Agreement to keep temperatures under 1.5C. Penalising EV's and PHEV's runs counter to this.

A problem is that transport and climate are intimately linked. If transport emissions fall more slowly, the difference will need to be made up elsewhere – in agriculture or industry. Electrification is only one part of the low-emission transition.

We understand that this is a government directive and would expect Waka Kotahi to advise and provide sound evidence to the government to consider reversing the scheme. Your agency has climate change as a strategic priority.

This is a flawed a poorly devised scheme that is not equitable or reasonable.

Regards

s 9(2)(a)

This message, together with any attachments, may contain information that is classified and/or subject to legal privilege. Any classification markings must be adhered to. If you are not the intended recipient, you must not peruse, disclose, disseminate, copy or use the message in any way. If you have received this message in error, please notify us immediately by return email and then destroy the original message. This communication may be accessed or retained by Waka Kotahi NZ Transport Agency for information assurance purposes.

**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: RUC for EVs  
**Date:** Tuesday, 23 January 2024 10:33:11 AM

---

Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. s 9(2)(a) as part of the work on the full transition, we are also considering matters such as the need for stickers. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.**

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty** ([he/him](#))

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

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**From:** s 9(2)(a)

**Sent:** Thursday, January 18, 2024 11:08 AM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** RUC for EVs

Hi

Just wanted to ask why the current system has the user purchase a separate licence sticker to be mailed to them and displayed each time they renew their RUC? There should not be a \$12 admin fee each time if done online.

Compliance is going to be checked at WoF anyway, so why can't the WoF sticker just show that the EV is current for RUC?

Compliance checking can also be done via the licence plate of the vehicle as is done currently for WoF by parking wardens.

thank you

Kind regards

s 9(2)(a)

A large grey rectangular box redacting the signature area of the email.

**From:** [Info](#)  
**To:** [s 9\(2\)\(a\)](#)  
**Subject:** RE: RUC for PHEV  
**Date:** Tuesday, 23 January 2024 10:29:19 AM

---

Dear [s 9\(2\)\(a\)](#)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug in hybrids from 11:59pm on 31 March 2024 are outlined below.**

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

[s 9\(2\)\(a\)](#) - the Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty ([he/him](#))**

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---

**From:** s 9(2)(a)

**Sent:** Thursday, January 18, 2024 9:05 AM

**To:** Issues Mailbox <issues@transport.govt.nz>

**Subject:** RUC for PHEV

Dear Hon Simeon Brown,

Can you please explain why the RUC is so high for PHEV cars? It will mean that there is absolutely no incentive to buy these cars in the future and therefore increased emissions with fuel driven cars remaining the most popular. We estimate that we'll drive about 18,000kms per year which is an additional \$954 on our superannuation income. We already pay RUC every time we buy fuel.

Surely \$30 per 1000km is reasonable.

Yours sincerely,

s 9(2)(a)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: RUC for PHEV  
**Date:** Friday, 2 February 2024 2:18:12 PM

---

Good afternoon s 9(2)(a)

Thank you for your reply.

You can view the Government Policy Statement on Land Transport here:

<https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport/>

This sets out how money from the National Land Transport Fund (NLTF) is spent on activities such as public transport, state highway improvements, local roads, and road safety — we call these activity classes. Waka Kotahi NZ Transport Agency and local authorities need to ensure spend on transport reflects Government priorities outlined by the GPS.

Kind regards,

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

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**From:** s 9(2)(a)

**Sent:** Tuesday, January 23, 2024 10:38 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Re: RUC for PHEV

Dear Ethan,

What has happened to all the fuel tax I've paid for the last 50 years while I've been driving with a petrol driven car?

The RUC charge for the PHEV we own adds another \$18 per week to our expenses based on our expected mileage. That equates to about 3 weeks of my earnings. That's a total rip off when we already pay RUC whenever we top up with petrol.

How can I be assured that the tax will actually be used for what you're saying when our roads & public transport are in such a poor state? Where's the accountability when governments during that period have frittered it on goodness knows what?

Regards,

s 9(2)(a)

Sent from my iPhone

On 23/01/2024, at 18:59, Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)> wrote:

Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.**

1. Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
2. Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

s 9(2)(a) - the Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.



**Ethan Fogarty (he/him)**

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**From:** s 9(2)(a)

**Sent:** Thursday, January 18, 2024 9:05 AM

**To:** Issues Mailbox <[issues@transport.govt.nz](mailto:issues@transport.govt.nz)>

**Subject:** RUC for PHEV

Dear Hon Simeon Brown,

Can you please explain why the RUC is so high for PHEV cars? It will mean that there is absolutely no incentive to buy these cars in the future and therefore increased emissions with fuel driven cars remaining the most popular. We estimate that we'll drive about 18,000kms per year which is an additional \$954 on our superannuation income. We already pay RUC every time we buy fuel. Surely \$30 per 1000km is reasonable.

Yours sincerely,

s 9(2)(a)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: RUC hybrid vehicles  
**Date:** Tuesday, 23 January 2024 10:32:10 AM

---

Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. s 9(2)(a), transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug in hybrids from 11:59pm on 31 March 2024 are outlined below.**

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s 9(2)(a) - the Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

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**From:** s 9(2)(a)

**Sent:** Thursday, January 18, 2024 2:11 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** RUC hybrid vehicles

Hi

I have received an email regarding charges for my hybrid vehicle taking effect in April. My only question is my vehicle only gets 68km off a full charge then turns to petrol. If I drive over 70km so why should I be paying RUC for \$53 per 1000km as if I do a long trip and can't charge vehicle I am paying 2 road taxes. How am I to recover these costs?

Nga mihi

s 9(2)(a)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** [s 9\(2\)\(a\)](#)  
**Subject:** RE: RUC on on PHV  
**Date:** Monday, 29 January 2024 9:47:18 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Dear [s 9\(2\)\(a\)](#)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target. Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. [s 9\(2\)\(a\)](#) transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive. With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.**

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

[s 9\(2\)\(a\)](#) the Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#)

Thank you again for taking the time to write

**Ethan Fogarty (he/him)**

Kairuruku | Business Support Coordinator

PSA Workplace Union Delegate

**Te Manatū Waka Ministry of Transport**

[s 9\(2\)\(a\)](#) E: [E.Fogarty@transport.govt.nz](mailto:E.Fogarty@transport.govt.nz) | [transport.govt.nz](https://transport.govt.nz)



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**From:** [s 9\(2\)\(a\)](#)

**Sent:** Friday, January 26, 2024 9:22 AM

**To:** Info <info@transport.govt.nz>

**Subject:** RUC on on PHV

Hi there,

I was a bit upset at the PHV charges that I will be getting charged as of April.

I have an older PHV car, Prius 2012. This car gets a maximum range of 15KM in warm conditions.

Whereas another PHV more modern can get up 100K per EV range.

I don't think this is fair charge at all.

In essence an EV vehicle is only that, but PHV's vary dramatically.

s 9(2)(a)

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OFFICIAL INFORMATION ACT 1982

**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: RUC on Plug In Hybrid  
**Date:** Friday, 16 February 2024 9:54:53 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)

---

Hi s 9(2)(a)

Thanks for your reply, your comments have been noted. The Government is currently working on the timeframe for shifting all vehicles to RUC, and this will be announced once a decision has been made.

Kind regards,

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

M: +64 4 439 9000 E: [info@transport.govt.nz](mailto:info@transport.govt.nz) | [transport.govt.nz](https://transport.govt.nz)



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**From:** s 9(2)(a)

**Sent:** Tuesday, February 13, 2024 3:55 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** RE: RUC on Plug In Hybrid

Hi Ethan

Reply

Thanks for your reply, I will print it out

Rates of RUC

Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty. / Not real

The real world

I note a comparison was done recently and found a normal Hybrid would pay 50% less in RUC on a trip from wellington to Auckland by just filling up with petrol as compared to electric and plug in hybrids. It was in the herald .....

We know that 76 percent of the PHEVs in our fleet are registered to drivers in urban areas, and the main use of these is likely for short urban trips where there are regular charging opportunities. Many of these people will likely contribute less in RUC than a standard light diesel/electric vehicle. For those / it takes 7hrs to charge my car as it won't take fast charging , it's about 7k an hour charge rate

If you think because a plug in is registered in an urban area they are never driving say further than 20k away.....because when I drive to Whangaparaoa where my daughter lives I am on hybrid most of the way as at 100k an hr the battery is gone in no time

Options

This is a consequence of continuing to use the Fuel Excise Duty system, and it will be corrected once all vehicles shift to the RUC system as explained above. / What is the timing of this ? as I will totally never vote for this government again until this is sorted

The analysis

- I think the Government is trying to get there subsidy back from gouging money of us / as I said I didn't take any subsidies and paid an extreme amount to get into a plug in hybrid car like 30k more and try and do the right thing

Regards

s 9(2)(a)

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**From:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Sent:** Tuesday, 13 February 2024 3:06 pm

**To:** s 9(2)(a)

**Subject:** RE: RUC on Plug In Hybrid

Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicle will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Government's commitment to bring all vehicles into the RUC system. As part of the work on the full transition, we are also considering matters such as the need for stickers. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Because different people use PHEVs differently, some PHEV owners will contribute more, and some will contribute less, depending on how often they charge their vehicle and how much petrol they use. We know that 76 percent of the PHEVs in our fleet are registered to drivers in urban areas, and the main use of these is likely for short urban trips where there are regular charging opportunities. Many of these people will likely contribute less in RUC than a standard light diesel/electric vehicle. For those charging/using the battery less, such as in your situation, the combined Fuel Excise Duty and RUC paid may be more than the light vehicle rate. This is a consequence of continuing to use the Fuel Excise Duty system, and it will be corrected once all vehicles shift to the RUC system as explained above.

The Government did consider other options, such as allowing PHEV owners to claim refunds for the Fuel Excise Duty paid on petrol used, but the Government opted for the \$53 partial rate instead to minimise complexity and administration costs.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting NZTA's website.

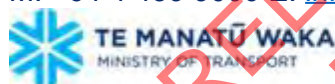
Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

**Te Manatū Waka Ministry of Transport**

M: +64 4 439 9000 E: [info@transport.govt.nz](mailto:info@transport.govt.nz) | [transport.govt.nz](https://transport.govt.nz)



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**From:** s 9(2)(a)

**Sent:** Wednesday, February 7, 2024 6:28 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Cc:** s 9(2)(a)

**Subject:** RUC on Plug In Hybrid

Hi Info@nzta

I have received your letter on RUC / The letter states I need to pay RUC on my Plug In Hybrid

- As an example I have just driven down to the South island and back and used petrol the entire time ? The Milage was about 6000ks all up / This example would mean I would pay \$318 FOR RUNNING ON PETROL ON TOP OF THE CHARGES ALREADY BUILT INTO THE PETROL RUC
- My PHEV is about 2 years old , I didn't receive any rebate from the Government as it was



over the 80k threshold ...just

- And now I have to pay twice as much RUC at times such as the example above.....
- **I have no problem with paying RUC just not twice on the same milage** , which seems at worst probably illegal and at best a misunderstanding on the limitations of charging etc a PHEV gives the owner
- It is not set up on the same way as a fast charging Electric vehicle

#### Charging My PHEV from an electric source

- NOTE: It is not possible to plug my car into a fast charger on the side of the road etc when travelling longer distances as it will not except **a fast charger lead due to a different plug** input in the vehicle
- It is **designed to be plugged into a normal household power point which works well as long as the power point is close by such is in a garage.**
- You can buy a lead which can plug into some EV charging units that do not have the lead built in , however it's not practical or even possible to stop every 35 k and recharge the battery / on the motorway travelling at 100k an hour that's all you would get on a 55k battery
- **you cannot use an extension lead either** and stop outside a house as it shuts down the charging when it senses the resistance from the extension lead to prevent a HOT LEAD and a safety issue **(this is also in the manufacturers manual)**

#### Solution

- Can you please let me know how we can resolve the **issue of paying twice for the RUC on the same milage / happy to pay RUC for any electric only usage / Perhaps some sort of metering on the battery** etc which I assume you could then use on standard hybrids as well??

#### Impending charges

- Also I assume you will come back and say we have taken into consideration the part usage of electricity hence the lower charge of \$53 every 1000ks ?
- That sounds all good and reasonable however from an owners point of view it seems like a guess which would surely be illegal ?
- NOTE: I am not an expert on PHEVs this is just myself giving you feedback on how it works on my vehicle day to day.

Cheers

Any queries please get back to me

Regards

s 9(2)(a)



s 9(2)(a)



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**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: RUC rules enquiry  
**Date:** Monday, 12 February 2024 2:08:15 PM

---

Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. s 9(2)(a) As part of the work on the full transition, we are also considering matters such as the need for stickers. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

**The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.**

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
- Owners of plug-in hybrid vehicles will pay a reduced rate of \$53 per 1000 kilometres (incl. GST) so that they are not double taxed when paying Fuel Excise Duty.

The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. **Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.**

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting [NZTA's website](#).

Thank you again for taking the time to write.

Ngā mihi,

**Megan Campbell** ([she / her](#))

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**From:** s 9(2)(a)

**Sent:** Monday, February 5, 2024 5:23 PM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** RUC rules enquiry

Hi,

I'm seeking some clarification of the new RUC rules for EVs in New Zealand.

Can you confirm whether or not, the new \$76/1000km RUC for EVs applies to the likes of these small lightweight two wheel vehicles like this:

[2x2 Electric Motorbike | UBCO New Zealand](#)

or this:

[YADEA M6 Graphene Electric Moped – Electric Scooter Shop](#)

or this:

[scootling.co.nz/index.php/sales/view\\_scooter/12026?](http://scootling.co.nz/index.php/sales/view_scooter/12026?)

I'm enquiring about this because it made little sense to me that small light vehicles like this would need to pay the same RUC as 2 or 3 ton large EV (or just your average one!) but nothing I've seen so far suggests otherwise. I also noted that whilst a small petrol scooter, a 125cc Honda for example, would pay about \$28/1000km of tax on the petrol it would use, this would be dramatically less than a \$76/1000km RUC on an electric one. This seems like a perverse incentive for someone to now choose a petrol version over a lovely clean new electric version.

Regards,

s 9(2)(a)

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This email is only intended to be read by the person to whom it is addressed. It may contain information that is confidential, proprietary or the subject of legal privilege. If you are not the person to whom it is addressed you must delete this email and may not use any of the information contained in it. Legal privilege is not waived because you have read this email.

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**From:** [Info](#)  
**To:** s 9(2)(a)  
**Subject:** RE: Rucs for phevs  
**Date:** Wednesday, 31 January 2024 9:26:17 AM

---

Dear s 9(2)(a)

Thank you for taking the time to write to enquire about the Government confirming that light electric vehicles (EVs) and plug-in hybrid vehicles will transition to road user charges (RUC) from 1 April.

In 2009, the previous National Government exempted EVs and plug-in hybrid vehicles from paying RUC to encourage their uptake. This exemption was always planned to end when EVs hit around 2 per cent of the light vehicle fleet, and New Zealand has now reached this target.

Petrol tax and distance-based RUC are paid by road users to contribute to the costs of maintaining our roads.

s 9(2)(a) we recognise your concern. Transitioning EVs and plug-in hybrids to RUC is the first step in the Coalition Government's commitment to bring all vehicles into the RUC system. This transition is about fairness and equity, ensuring that all road users are contributing to the upkeep and maintenance of our roads, irrespective of the type of vehicle they choose to drive.

With the increasing uptake of EVs and plug-in hybrids being brought into the RUC system, this means that these vehicles will now be contributing towards the maintenance of our roading system like all other road users and will support the Government's priority of building and maintaining our roading network.

The RUC rates for light EVs and plug-in hybrids from 11:59pm on 31 March 2024 are outlined below.

- Owners of light EVs will pay \$76 per 1000 kilometres (incl. GST), in line with equivalent diesel-powered vehicles.
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The Government recognises that plug-in hybrid vehicles also pay Fuel Excise Duty, which is why there will be a reduced RUC rate for plug-in hybrid vehicle owners. This reduced rate assumes that on average, a plug-in hybrid will consume petrol at a rate of just under 3 litres per 100 kilometres.

Hybrid vehicles remain exempt from paying RUC as these vehicles are not powered by externally supplied electricity. Due to the small market share of very light EVs, such as electric motorbikes and electric mopeds, these vehicles will also remain exempt from paying RUC.

You can find out more about EVs and plug-in hybrid vehicles transitioning to RUC by visiting NZTA's website.

Thank you again for taking the time to write.

**Ethan Fogarty (he/him)**

Te Rōpu Āwhina Pakihi | Business Support

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**From:** s 9(2)(a)

**Sent:** Sunday, January 28, 2024 8:21 AM

**To:** Info <[info@transport.govt.nz](mailto:info@transport.govt.nz)>

**Subject:** Rucs for phevs

Kia Ora

Re: Plug-in hybrids are powered by electricity and petrol and have had to pay petrol tax, but not to the same level as petrol equivalent vehicles. To ensure that plug-in hybrids avoid paying twice through both fuel excise duty and RUCs these vehicles will pay a reduced rate RUC.

I wonder how the government and land transport, worked out how much to charge Ruc on phevs

I don't disagree we should pay something, however I feel this is just another tax especially as parts of government were voted for simplifying the tax system

I see the option as being

1/. Do away with all fuel tax and charge everyone on the roads rucs.

I have a Mitsubishi outlander which we minimise our trips here in Auckland for alternative modes of travel however on longer trips out of Auckland we tend to use more fuel than electricity. So as we have to pay ruc and fuel tax it's means the cost to me is higher than an ice vehicle as annuitants we are by no means rich.

This becomes a disincentive to use electricity. It may mean people will switch back to full ice vehicles therefore detrimental to the environment.

Maybe if I know how the ruc was worked out for phevs I may be more understanding.

The other point I wish to make does everyone pay the administration fee for buying rucs

Your prompt response to my queries would be much appreciated .

Ngā mihi for your time

Kind regards

s 9(2)(a)

**From:** s 9(2)(a)  
**To:** [Info](#)  
**Subject:** Re: RUC's for plug in hybrids.  
**Date:** Monday, 4 March 2024 3:05:58 PM

---

To Whom It May Concern

NZTA suggested I get in contact with you for some clarity around the RUC's, plug in hybrids and ageing battery life.

I have a plug in hybrid that gives me a max of 20km on a charge and the rest is petrol use. I live rurally and don't get very far on a single charge.

The majority of my road use is as a petrol run vehicle which is covered by a tax already... Price for 95 petrol where I live has just hit \$4.00 ltr!

Is there any provision/exemption being made for plug in hybrids with ageing battery life and low kilometre charge?

Can I permanently seal my plug in port and be designated as petrol only?

Is there a metre I can install that registers the electric kilometres used only to base RUC's on?

Many thanks

s 9(2)(a)

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**From:** s 9(2)(a)  
**To:** [Info](#)  
**Subject:** Road User Charges for PHEV vehicles  
**Date:** Tuesday, 27 February 2024 7:51:20 PM

---

Good Evening.

I am trying to understand road user charges for PHEV vehicles.

If the charge is weight related, then our Toyota Prius PHEV is five kilograms heavier than the equivalent non PHEV Prius and yet the owners of those cars don't have to pay RUC's. As a comparison a Kia Sorrento PHEV is 63 kilograms heavier than a non PHEV hybrid Kia Sorrento or 3.3% heavier.

To say that the reduced rate for a PHEV is made on the assumption that a plug in hybrid will consume fuel at a rate of just under 3 litres per 100 kilometres is a very unfair estimate and only relates to a small percentage of the PHEV vehicles on the road. And to state that the reduced rate is to stop owners being double taxed, is forgetting that GST is also paid on fuel. Therefore a driver of a PHEV that is using over 3 litres per 100 kilometres is in effect triple taxed.

I look forward to your reply.

Regards s 9(2)(a)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT 1982

**From:** s 9(2)(a)  
**To:** [Info](#)  
**Subject:** RUC for EV  
**Date:** Tuesday, 5 March 2024 1:07:01 PM

---

Kia ora,

I asked the NZTA representative at our RTC about this and I was told to direct the enquiry to you.

I'm sure that both MoT and NZTA have both been receiving a lot of feedback about RUCs for EVs. The most common complaints I am hearing concern the level of the charges (meaning that hybrids pay up to half as much as EVs, along with further inequities for PHEVs), the lack of consultation over their introduction, and the impact on the rate of EV uptake and hence on emissions.

My questions are

1. What consultation was undertaken concerning the level of the charges, and what should have been undertaken?
2. What modeling was undertaken concerning the impact on emissions?

A further concern is the suggestion of replacing FED by a distance-only RUC for all light vehicles. Currently petrol vehicles pay two CO2-based charges, ETS (currently 15c/l) and FED (77c/l). Moving to RUC could therefore potentially reduce the CO2-linked component by 80%, with an impact on emissions.

Regards

s 9(2)(a)