



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Proposals for regulations under the Land Transport (Revenue) Amendment Bill

Consultation on requirements for road user charges

May 2026

Contents

Introduction	3
RUC system reform	3
Key roles in the reformed system	3
Changes contained in the Bill	4
A layered legal framework	4
Summary of regulation proposals contained in this document	5
Update on the ongoing review of RUC administration fees	6
Proposal 1: Electronic distance recorders	8
What the regulations need to do	8
Proposals	8
How this proposal aligns with the objective of the Bill	8
Proposal 2: Approval of RUC providers	9
What the regulations need to do	9
Proposal	9
How this proposal aligns with the objective of the Bill	9
Proposal 3: Performance standards for RUC providers	10
What the regulations need to do	10
Proposals	10
Performance standards	10
Obligations to provide records or other information to the RUC Collector	10
Registers of complaints against RUC providers	11
Procedures for carrying out monitoring and review	11
How this proposal aligns with the objective of the Bill	11
Proposal 4: Information protection and privacy	12
What the regulations need to do	12
Proposal	12
How this proposal aligns with the objective of the Bill	12
Proposal 5: Alternative payment schemes	13
What the regulations need to do	13
Proposals	13
How this proposal aligns with the objective of the Bill	14
Changes to RUC fees and charges	14

RUC Collector administration fee 14

RUC provider approval and audit fees..... 15

RUC provider customer charge 15

Have your say – consultation questions..... 15

Further information 16

Consultation period and how to make a submission 16

Introduction

1. The Ministry of Transport is seeking feedback on the regulation proposals outlined in this consultation document. Submissions must be received by **5.00 pm on Friday, 12 June 2026**.
2. The Land Transport (Revenue) Amendment Bill (the Bill) and its regulations are intended to support the modernisation of the road user charges (RUC) system. The regulation proposals in this document focus on enabling a flexible, user-friendly RUC system that can accommodate different service models and support the transition of the light vehicle fleet.
3. Submissions will inform advice to the Minister of Transport on the design of regulations and any adjustments required before Cabinet makes final decisions later in the year. Submissions may be shared with the New Zealand Transport Agency (NZTA) as RUC Collector. They may be subject to release under the Official Information Act 1982.

RUC system reform

4. In August 2025, the Government announced the next steps in the transition of vehicles from fuel excise duty to a road user charges system, so all road users contribute fairly based on their actual use of the network.¹ Decisions have not yet been made on timeframes for this transition. The Government intends to transition the fleet when the market is ready.
5. This transition supports long-term sustainability as the vehicle fleet evolves, including increased uptake of fuel-efficient vehicles. A modernised RUC system is needed to support scale, improve user experience and enable innovation. The objective of the reformed system will be to provide options that simplify how road users purchase, monitor and manage their road user charges, to smooth the transition and make compliance easier.
6. The Government considers that third-party providers have an important role in offering user-friendly payment and management solutions for road users. Third parties have a track record of innovation within the New Zealand road user charges system, and they provide services that users value.

Key roles in the reformed system

7. The RUC system is being reformed through the Bill. The Bill changes the RUC system and removes barriers to the future transition of all light vehicles from fuel excise duty to RUC. The regulations being consulted on in this document introduce specific settings to support these changes.
8. There are some key terms used in this document that are important to understand:
 - **RUC Collector:** NZTA would continue to be the RUC Collector. This regulatory role focuses on the administration of the system and the accounting of revenue. The RUC collector regulates RUC providers, issues assessments, and ensures system integrity.
 - **RUC providers:** These would be entities (public or private) approved by the RUC Collector to deliver retail services to road users. The retail services enable the management, recording and payment of road user charges. Under the Bill, existing RUC agents² and

¹ Hon Chris Bishop, Minister of Transport, "[Next steps on replacing petrol tax with electronic road user charges](#)" Press release (6 August 2025).

² These are parties with delegated authority from the New Zealand Transport Agency under the Crown Entities Act but excluding Direct Connect transport operators.

existing electronic system providers would continue to operate for a transitional period of six months. After that, they will be required to obtain approval to operate as a RUC provider through the same process as other businesses that apply to become RUC providers.

- **Alternative payment scheme operators:** These would be entities approved by the RUC Collector to design, operate, and manage an alternative RUC payment scheme, and to take responsibility for the collection and remittance of RUC under that scheme.

Changes contained in the Bill

9. The reforms intend to enable a wider range of technologies and services for road users. Third-party providers would be expected to play an expanded role in delivering payment and management services to road users.
10. The key changes are:
 - establishment of a regulated RUC provider market
 - separation of NZTA's roles as the RUC Collector and a RUC provider
 - enabling alternative payment schemes
 - providing a layered regulatory framework with an amended Act, new regulations and a code of practice.
11. The changes allow for:
 - a formal approval regime for RUC providers
 - ongoing monitoring and enforcement powers
 - ability to mandate performance standards
 - reform of the electronic distance recorder requirements
 - application of the Privacy Act 2020 and RUC data rules to RUC providers
 - new regulatory powers concerning information handling.
12. The RUC reform also allows for changes to administration fees and provides for new cost-recovery fees for the RUC collector. It also expands system accountability to relevant third parties in the system.
13. The changes will improve the RUC system and prepare it for the transition of petrol vehicles to RUC. Once the market is operating, the Government will consider any further legislation required to transition the fleet.

A layered legal framework

14. The layered legal framework allows the RUC system to adapt to changing technology while maintaining regulatory certainty. For example, the RUC Collector can update technical requirements in a code of practice as technology evolves. Changes will be made at each of the levels indicated in **Table 1**.

Table 1: Functions of the Act, the regulations and a future code of practice

Instrument	Content	Example
Road User Charges Act 2012	When amended by the Land Transport (Revenue) Bill, the Act will: <ul style="list-style-type: none"> • update the regulatory powers to support a digital system and better enable third-party providers and alternative payment schemes • provide a regime for approval and oversight of RUC providers, and • give the NZTA a RUC provider function separate from its role as the RUC Collector. 	The Act will give the RUC Collector the power to approve RUC providers.
Road User Charges Regulations 2012	When amended, the regulations will set performance-based or outcomes-focused requirements for RUC providers to meet, including requirements relating to alternative payment schemes and electronic distance recorders.	Regulations will set the approval criteria for RUC providers.
Code of Practice	A new code of practice will be developed to provide technical details on the requirements specified in the regulations. There is an existing Code of Practice for electronic system providers , which will serve as a starting point for developing a broader code to cover all RUC providers.	A code of practice will list the specific requirements a potential RUC provider needs to demonstrate to meet the criteria outlined in the regulations.

Summary of regulation proposals contained in this document

15. This consultation document has five sections with regulation proposals. Consultation questions are listed on page 15.
16. The regulation proposals are grouped in the following sections:
- **Proposal 1: Electronic distance recorders:** Regulations are proposed to detail outcomes-focused requirements. The regulations would differentiate between recorders used for light and heavy vehicles and allow for more stringent requirements for heavy vehicles.
 - **Proposal 2: Approval of RUC providers:** Regulations are proposed to establish criteria for approving RUC providers and information to be included in applications. The criteria will outline the factors that potential RUC providers must demonstrate to be approved by the RUC Collector.
 - **Proposal 3: Performance standards for RUC providers:** Regulations are proposed to specify ongoing performance standards for approved RUC providers, as well as obligations to retain and provide records to the RUC Collector, including complaints, monitoring, and review procedures.

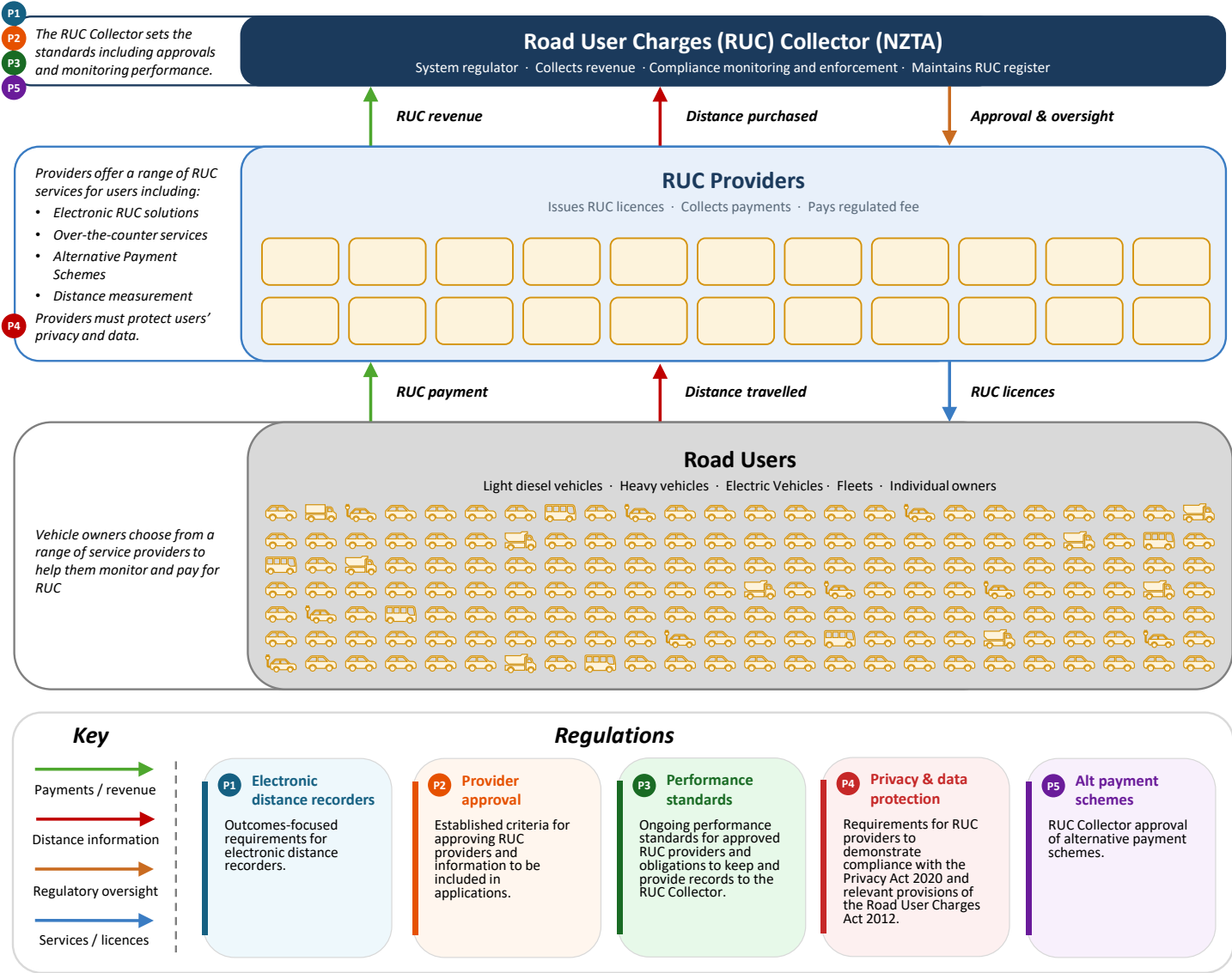
- **Proposal 4: Information protection and privacy:** Regulations are proposed to require RUC providers to demonstrate compliance with the Privacy Act 2020 and relevant provisions of the Road User Charges Act 2012.
- **Proposal 5: Alternative payment schemes:** Regulations are proposed to enable the RUC Collector to approve alternative payment models, including post-paid systems, to foster innovation in the RUC system that meets user needs.

17. Figure 1 on the next page illustrates how the modernised RUC system will operate at a high level. It also shows how the regulation proposals would enable aspects of modernisation.

Update on the ongoing review of RUC fees and charges

18. A section from page 15 provides an update on NZTA's ongoing work to review RUC fees and charges. This consultation document does not include regulation proposals or consultation questions about RUC fees and charges. Where necessary, RUC fees will be included in the regulations if the Bill is enacted.

Figure 1: How the regulation proposals modernise aspects of the road user charges (RUC) system



Proposal 1: Electronic distance recorders

What the regulations need to do

19. Sections 88 and 89 of the Road User Charges Act 2012, if amended by the enactment of the Bill, will provide the RUC Collector with powers for the approval of electronic distance recorders. Electronic distance recorders are already in use by many existing heavy vehicle users. They are generally uneconomic for individual light vehicle users under existing regulatory standards. It is anticipated that the use of electronic distance recorders would be central to many RUC provider operations.
20. Section 8 of the Road User Charges Act 2012 requires heavy vehicles to have either a hubodometer or an electronic distance recorder. The existing requirements for electronic distance recorders are outlined in the Road User Charges Regulations 2012, with most hardware details specified in the electronic system provider code of practice.
21. The Bill already contains some amendments to regulations relating to electronic distance recorders. These include removing the requirement for a recorder to always display distance travelled and RUC licence details.
22. New regulations will provide for greater flexibility in the standards required for approval of electronic distance recorders, especially those to be used in light vehicles. This will include allowing the approval of telematics systems increasingly built into new vehicles imported into New Zealand.

Proposals

23. The regulations would differentiate between electronic distance recorders in heavy and light vehicles. This is intended to enable the RUC Collector to set different technical requirements and to allow for a greater range of approaches for light vehicles.
24. The regulations would require electronic distance recorders to:
 - meet technical accuracy levels and communications standards set by the RUC Collector
 - incorporate security features that resist tampering or the unauthorised modification of distance recording
 - provide distance readings on demand to enforcement officers
 - satisfy durability standards to ensure a device remains functional when located externally on unpowered vehicles where applicable (for example, trailers), and
 - comply with specific standards tailored to different classes of vehicles, such as distinct requirements for heavy powered vehicles versus heavy trailers and light vehicles.

How this proposal aligns with the objective of the Bill

25. The Bill aims to modernise the RUC system and remove barriers to the future transition of all light vehicles from fuel excise duty to RUC. By allowing for a more flexible 'outcomes-focused' approach, the regulations are more likely to accommodate novel technologies for electronic distance recording as they become available. For example, instead of a separate device, built-in vehicle telematics could serve as an electronic distance recorder if it meets the accuracy and integrity standards set by the RUC Collector.

Proposal 2: Approval of RUC providers

What the regulations need to do

26. Sections 43 and 89 of the Road User Charges Act 2012, if amended by the Bill, will provide for regulations that set out the criteria for approving RUC providers (including electronic system providers and alternative payment scheme operators).
27. The RUC Collector would also issue a code of practice to assist applicants in understanding how to meet the regulatory requirements. This guidance could outline how the RUC Collector exercises discretion when determining whether an applicant has satisfied the approval requirements.

Proposal

28. The regulations would require an applicant to satisfy the RUC collector by demonstrating that:
 - they are an individual or an incorporated body
 - they maintain sufficient legal and operational presence in New Zealand
 - the applicant, any parent company, and any person who has or is likely to have control meets fit and proper person requirements to ensure commercial and regulatory integrity and professional standing
 - they possess sufficient financial standing and follow accepted accounting practices
 - they have the operational capacity to collect and remit road user charges
 - they provide details of banking or accounting arrangements used to hold road user charges revenue separately from the RUC provider's own funds, revenue or assets
 - they operate reliable systems that securely connect with the RUC collector and, if proposed by the RUC provider, demonstrate that the systems can process data from approved electronic distance recorders
 - they can comply with the performance standards, monitoring and review requirements, and privacy requirements contained in these regulations, and
 - they have effective oversight and accountability for the acts or omissions of any agents to perform services on the RUC provider's behalf, ensuring any agents comply with the Act, Regulations, and all performance standards.

How this proposal aligns with the objective of the Bill

29. The proposed criteria above are generally aligned with the existing criteria for appointing agents of Electronic System Providers of RUC for heavy vehicles. These are outlined in the [Code of Practice for electronic road user charges management systems](#), which is provided for by section 43 of the Road User Charges Act 2012.

Proposal 3: Performance standards for RUC providers

What the regulations need to do

30. Section 89(1)(m) of the Road User Charges Act 2012, if amended by the Bill, will empower the Governor-General to make regulations prescribing performance standards for RUC providers, electronic system providers, and alternative payment scheme operators. The Bill proposes regulations for monitoring and reviewing performance, obligations to provide records, and the operation of complaint registers. It will also enable the approval of persons or organisations to carry out monitoring and review.
31. As the RUC Collector, NZTA has an established role in protecting the integrity of the system and providing assurance that financial transactions are well managed. New RUC providers would be third parties, so it is important that the regulations explicitly set out the Government's expectations.
32. The regulations need to establish minimum performance standards to enable NZTA, as the RUC Collector, to monitor compliance and provide assurance that the integrity of the RUC system is maintained. These standards support NZTA's role as a system regulator, ensuring that all approved RUC providers operate to a consistent baseline, while retaining flexibility in how providers design and deliver their services.

Proposals

33. The regulations would establish minimum outcomes and safeguards. At the same time, the RUC Collector would provide the detailed mechanics through a code of practice, and, for specific RUC providers, the terms of approval.

Performance standards

34. The regulations would require that RUC providers, electronic system providers, and alternative payment scheme operators:
 - collect the correct amount of revenue
 - remit revenue to the RUC Collector within the timeframes detailed by the RUC Collector
 - maintain accurate, secure and accessible records of transactions and system activities
 - adhere to the technical and accuracy metrics for data recording
 - respond to all lawful requests and directions from the RUC Collector within specified timeframes, where such requests pertain to the administration of RUC information
 - ensure personnel and any agents performing services on their behalf are competent and have completed the required training, and
 - manage and report all significant system exceptions, suspected faults, failures, or security breaches to the RUC Collector to ensure the ongoing integrity of the RUC system.

Obligations to provide records or other information to the RUC Collector

35. The regulations would establish:
 - a requirement to provide information, data extracts, and system logs to the collector in a timely manner, where such information is necessary for the administration of the Act or to monitor and review performance

- a requirement to notify the collector of any material change in the financial standing, ownership, control, or corporate status of the provider, including any changes to its administrative or contact details, and
- a requirement to report any changes to the status or functionality of an approved electronic distance recorder to ensure it remains fit for purpose, as would be required by section 52B of the Bill if it is enacted.

Registers of complaints against RUC providers

36. The regulations would require RUC providers to:

- maintain a record of all formal customer complaints
- document the actions taken to manage each complaint in accordance with the code of practice, and
- make these records available for review by the RUC Collector.

Procedures for carrying out monitoring and review

37. The regulations would require that road user charges providers, electronic system providers, and alternative payment scheme operators to:

- engage an approved person or organisation to conduct a technical assessment, audit, or information gathering exercise when required by the collector to assist in a monitoring and review process
- maintain records in a format that enables the RUC Collector to inspect and audit their systems effectively
- nominate a primary point of contact with the authority to represent the RUC provider.
- facilitate monitoring and audits conducted by the RUC Collector or their authorised delegates
- complete specific technical or financial audits when directed by the RUC Collector to verify system security or revenue integrity, and
- provide a periodic declaration of compliance to certify they continue to meet all approval and performance standards.

How this proposal aligns with the objective of the Bill

38. As noted above, the requirement to provide the RUC Collector with reasonable assistance and access to extracts, logs, or data, provided the RUC Collector requires the information for monitoring and reviewing the RUC provider, is aligned with the existing requirements for RUC providers under Schedule 1 of the Road User Charges Act 2012.

Proposal 4: Information protection and privacy

What the regulations need to do

39. The Bill would enable the Governor-General to make regulations for the collection, storage, and use of information. These requirements would apply to all RUC providers, as they would be third parties responsible for handling public funds (the RUC paid by road users) and information about the road users who use their services to pay their road user charges.

Proposal

40. RUC providers will be required to comply with the Privacy Act 2020 and the data rules in Schedule 1 of the Road User Charges Act 2012. The RUC Collector needs assurance that potential providers have robust safeguards in place as part of their assessment of suitability to handle road users' information. Regulations would require RUC providers to demonstrate that they will implement secure digital protocols and have clear policies for managing and protecting road user information throughout their operations.

41. Specifically, the regulations would require that RUC providers:

- demonstrate they have policies and systems to adhere to the information use, retention, and disclosure rules in Schedule 1 of the Road User Charges Act 2012
- demonstrate they have policies and processes to protect personal information
- maintain systems that ensure the integrity of data collected for road user charges
- implement security protocols to protect information from unauthorised access
- report security breaches, system failures or emerging security risks that could affect the integrity of RUC information or the protection of personal information to the RUC Collector
- assure that any offshore storage or cross-border transfer of information complies with the Privacy Act 2020 and maintains safeguards comparable to those in New Zealand, and
- make policies for managing personal information publicly available to the extent they are not already required to do so for road user charges information under Schedule 1 of the Act.

How this proposal aligns with the objective of the Bill

42. To establish and maintain public trust in the RUC system, RUC providers must have reasonable privacy protections and information-handling processes in place. These protections and processes would need to be demonstrated when they seek approval to become a RUC provider, and the RUC Collector would monitor ongoing compliance.

Proposal 5: Alternative payment schemes

What the regulations need to do

43. Clause 42 of the Bill would replace section 89(1)(i) and amend section 89(1)(m) of the Act to empower the making of regulations for alternative payment schemes. These provisions allow the Governor-General to set the requirements for these schemes and the approval criteria for operators and schemes. The RUC Collector is responsible for approving alternative payment schemes and their operators.
44. Alternative payment schemes are intended to provide flexible ways for road users to meet their obligations without having to purchase distance licences in advance. Unlike the standard licensing system, which requires pre-paying for blocks of distance, these schemes could enable automated purchasing, post-payment, and a whole variety of account-based purchasing models.
45. RUC providers will propose specific alternative payment schemes to the RUC Collector for approval. The RUC Collector would assess the proposals against the criteria in the regulations. This process enables the market to suggest innovative solutions.

Proposals

46. The regulations would require an applicant to satisfy the RUC Collector that the proposed alternative payment scheme **operator** can:
 - demonstrate the financial capacity to manage the risks associated with the proposed scheme
 - accept liability for paying road user charges based on distance data captured by the operator during a vehicle's period of registration in the scheme
 - maintain financial safeguards, such as a bond or insurance, to ensure the collector receives revenue if the operator becomes insolvent
 - maintain technical logs that enable the collector or an authorised person to verify the payment status and registration history of each vehicle in the scheme
 - notify the collector when a vehicle's registration with the operator is terminated, and
 - maintain a transition plan for the orderly transfer of customers if a vehicle's registration is terminated, the scheme's approval is revoked, or the scheme is abandoned.
47. The regulations would require an applicant to satisfy the RUC collector that the proposed alternative payment **scheme** will:
 - record the licence plate of the vehicle to be registered in the alternative payment scheme
 - notify the RUC Collector when a vehicle registers in and exits the alternative payment scheme
 - record vehicle distance data with the accuracy and frequency necessary to accurately calculate road user charges
 - describe the methodology used to apply road user charges rates to vehicles registered in the scheme
 - detail the processes used to verify that distance data is accurate

- interface with the RUC Collector's register to record distance readings at the start and end of registration and at regular intervals, or when specified events occur
- distinguish accurately between public road and off-road travel if the scheme is approved to administer deductions, credits or refunds, and
- reconcile distance data and payments against a specific distance recorder before the hardware is removed or replaced.

How this proposal aligns with the objective of the Bill

48. These proposals rest on the premise that alternative payment schemes must deliver a level of compliance and revenue protection equal to that of vehicles operating under standard RUC licences. Because the design of these schemes may differ, the regulations are proposed to focus on the ability to record distance and collect revenue rather than describing the mechanics of a scheme.
49. To protect revenue in a post-paid model, scheme operators would assume responsibility for paying road user charges based on distance data captured or known while the vehicle is registered in the scheme.

Changes to RUC fees and charges

50. If the Bill is enacted, NZTA's roles as RUC Collector and RUC provider will be separated. RUC fees will be revised in time to support approval processes for RUC providers, electronic distance recorders, and alternative payment schemes, expected from early 2027. This requires:
- reducing the current RUC administration fee to reflect NZTA's role as RUC Collector only, and
 - introducing new fees to recover the costs of regulatory approval, audit, and monitoring functions enabled by the Bill.
51. Section 88 of the Road User Charges Act 2012 remains the primary empowering provision for fees, with amendments enabling cost recovery for new approval and assurance activities (for example, provider and electronic distance recorder approvals).
52. It is expected that this work will lead to a second, full RUC fee review after implementation, which will occur alongside the planned future development of the RUC programme (the transition to fleetwide RUC).

RUC Collector administration fee

53. The current RUC Administration fee will be reduced to cover NZTA's reduced role, in accordance with cost recovery principles.
54. The reduced fee will be established on a conservative basis to ensure regulatory assurance activities remain adequately funded during the transition. It will also incorporate RUC modernisation implementation costs, spread over time to manage impacts. Alternative pricing approaches may also be considered to ensure that the fee reflects new pricing models that are more proportionate to the purchase amount – such as pay-as-you-go or variable-volume purchases – provided these do not create a material impact on users or the wider economy.

55. Operators of alternative payment schemes will pay an administration fee to cover NZTA's collector function costs.

RUC provider approval and audit fees

56. Application, audit, and inspection fees will be charged to RUC providers, electronic distance recorders, and alternative payment scheme operators. These services benefit identifiable parties and will be recovered on an 'actual and reasonable cost' basis, consistent with the current regulatory framework.

RUC provider customer charge

57. RUC providers (including NZTA) will also set their own service fees to recover the costs of delivering RUC services. These will replace the current commission-based model for some agents and introduce market competition over time.

Have your say – consultation questions

58. Feedback is welcome on any aspect of these regulation proposals. You may wish to consider the following questions when submitting:

Proposal 1: Electronic distance recorders:

- 1) Do you agree that regulations setting standards for electronic distance recorders should or should not differ between light vehicles and heavy vehicles?
- 2) Is the proposed outcomes-focused regulation approach for the electronic distance recording for light vehicles appropriate?
- 3) Could there be unintended consequences from applying different regulation approaches to heavy vehicles and to light vehicles for electronic distance recording?

Proposal 2: Approval of RUC providers:

- 4) Would the proposed criteria for approving RUC providers be sufficient to support robust and proportionate approval of RUC providers?
- 5) Could there be unintended consequences from using any or some of the proposed criteria to approve a RUC provider?

Proposal 3: Performance requirements for RUC providers:

- 6) Do the proposed performance standards provide the RUC collector with the ability to regulate RUC providers while remaining proportionate and workable for providers? Or, would additional or alternative standards be necessary?
- 7) Should RUC providers be required to share the proposed information with the RUC Collector where necessary for system integrity and oversight?
- 8) Should RUC providers be required to keep a record of their management of complaints from their RUC users, and share records with the RUC collector on request?
- 9) Are the proposed procedures for the RUC collector to carry out monitoring and review of RUC providers sufficient, and do you see any potential implementation risks?

- 10) Could any of the proposed standards or requirements make it hard for RUC providers to be flexible or innovative?

Proposal 4: Information protection and privacy:

- 11) Do the proposed requirements provide sufficient protection for road user information? If not, what additional or alternative requirements should be included?

Proposal 5: Alternative payment schemes:

- 12) Are the proposed outcomes for scheme design sufficiently clear and predictable for the RUC collector to determine the suitability of a scheme?

Further information

59. The following documents may be useful context to consider when preparing your submission:

- Cabinet paper “[Transitioning to road user charges; initial decisions](#)” (June 2025)
- Cabinet paper “[Road user charges: Modernising the system in preparation for the fleetwide transition](#)” (July 2025)
- Regulatory Impact Statement “[RUC retail market – enabling reforms](#)” (July 2025)
- [Land Transport \(Revenue\) Amendment Bill](#), and
- [Select Committee report back on the Land Transport \(Revenue\) Amendment Bill](#) (18 May 2026).

60. Additional material, including future Cabinet papers, will be made available where appropriate. Please check the [Road User Charges system](#) webpage on the Ministry of Transport website.

Consultation period and how to make a submission

61. The Ministry of Transport is seeking feedback on the proposals outlined in this consultation document. Submissions must be received by **5.00 pm on Friday, 12 June 2026**.

62. You can submit in any of the following ways:

- **Online:** You can submit answers to the consultation questions using a web form online: <https://consult.transport.govt.nz/policy/proposed-regulations-for-road-user-charges>
- **Email:** Send your submission to the Road User Charges Inbox at: RUC@transport.govt.nz with “Road User Charges Regulation Proposals – Submission” in the subject line
- **Post:** Road User Charges Regulation Proposals Consultation, Ministry of Transport, PO Box 3175, Wellington 6140.

63. Please include your name, organisation (if applicable), and contact details. You are welcome to address any of the consultation questions listed at the end of this consultation document or comment on any other aspect of the proposals.

64. All submissions may be subject to release under the Official Information Act 1982. If your submission contains commercially sensitive or personal information you wish to withhold, please clearly identify this and explain the reason.

**Proposals for regulations under
the Land Transport (Revenue)
Amendment Bill**

Consultation on requirements for
road user charges

transport.govt.nz



Te Kāwanatanga o Aotearoa
New Zealand Government