I refer to your request dated 13 February 2019, pursuant to the Official Information Act 1982 (the OIA), which stated:

"I would like a copy of any and all internal and external communication about a sub-regional fuel tax.

Please also include any and all communication about drafting an amendment to the Land Transport Management (Regional Fuel Tax) Amendment Bill to allow implementation of a sub-regional fuel tax.

And I ask that anything within the spirit of this request that is not mentioned be included in the response."

When putting in place a regional fuel tax in Auckland, we were contacted by representatives from Hamilton City Council. Hamilton City Council was interested in a regional fuel tax however only want it to apply to part of the Waikato region (the Hamilton City area). Regional fuel tax is only available to regional councils (or unitary authorities), rather than local authorities such as Hamilton City Council.

You may be aware that Auckland Council excluded the Great Barrier Local Board area from its regional fuel tax scheme. Regulations are in place to provide a rebate for fuel distributed outside Auckland (for example, to Great Barrier Island).

Since enactment of the Land Transport Management (Regional Fuel Tax) Amendment Act 2018, there has been no work on an amendment relating to a sub-regional fuel tax. A list of documents within the scope of your request and the reasons for information being withheld are in the schedule to this letter. The documents relate to the interest from Hamilton City Council and submissions made to the Finance and Expenditure Select Committee prior to the enactment of the legislation.

Certain information is being withheld under the following sections of the OIA:

- section 9(2)(a), as it necessary to protect the privacy of natural persons
- section 9(2)(h), as it is necessary to maintain legal professional privilege
- section 18(d), as the information requested is publicly available.
Background information relating to interest in a regional fuel tax outside Auckland and all of the submissions provided by councils on the Bill please can be obtained from:


In regard to the information that has been withheld under section 9 of the Act, I am of the opinion that there are no countervailing considerations that make it desirable, in the public interest, to make the information available.

You have the right under section 28(3) of the OIA to make a complaint to the Ombudsman.

We publish OIA responses and the information contained in our response to you will be make available on our website. Before publishing we will remove any personal or identifiable information.

Yours sincerely,

Bryn Gandy
Deputy Chief Executive, Strategy and Investment
Ministry of Transport
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<td>Email chain</td>
<td>Regional Fuel Tax - Hamilton</td>
<td>Information is withheld under section 18(d) of the OIA as it is publicly available here: <a href="http://www.transport.govt.nz/land/regional-fuel-tax/regional-fuel-taxes-outside-auckland/">www.transport.govt.nz/land/regional-fuel-tax/regional-fuel-taxes-outside-auckland/</a></td>
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<td>Demand Management press 20/04/18</td>
<td>Some information withheld under section 9(2)(a) of the OIA. Some information has been removed because it is outside scope.</td>
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<td>Email chain</td>
<td>Christchurch City Council’s submission of the Bill</td>
<td>Some information withheld under sections 9(2)(a) and 9(2)(h) of the OIA.</td>
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<td>Email message</td>
<td>Questions on the Bill</td>
<td>Withhold in full under section 9(2)(h) of the OIA.</td>
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<td>7</td>
<td>Email message</td>
<td>Issues from today + Notes to PCO</td>
<td>Withhold in full under section 9(2)(h) of the OIA.</td>
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<td>Departmental report</td>
<td>Departmental report on the Land Transport Management (Regional Fuel Tax) Amendment Bill</td>
<td>Information is withheld under section 18(d) of the OIA as it is publicly available here: <a href="https://www.parliament.nz/resource/en-NZ/52SCFE_ADV_77658_1695/37013064ed50695f391ba1f1ab619ec0e6dc956b">https://www.parliament.nz/resource/en-NZ/52SCFE_ADV_77658_1695/37013064ed50695f391ba1f1ab619ec0e6dc956b</a></td>
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</tbody>
</table>
Thanks — happy to play it by year. If it is a phone call, I am happy just to catch up with you afterwards to see how it went.

ST

Private Secretary — Transport
Office of Hon Phil Twyford | Minister of Transport
DDI: | M: | F: +64 4 817 6535
Private Bag 18041 | Parliament Buildings | Wellington 6160 | New Zealand

Yes, happy for you to show, subject to one thing, which is that I don’t tell them now that you will be there. Reason is that might send them a confusing signal — your being there might make them think that they really are in with a chance after all! But if they do insist on meeting I’ll make sure they know you’re going to be there before they arrive.

I’m hoping that they’ll be satisfied with a telephone call. Do you want to be in on that?

Please do let me know if the meeting goes ahead. If it does, and if you were comfortable with it, I would be interested in sitting in on the meeting — just on an FYI basis. Following the previous meetings that I have been part of
with the HCC, I do believe that the relationship is positive, so I don't think it would negatively impact on the progress/frankness of the meeting.

Cheers,

Private Secretary — Transport
Office of Hon Phil Twyford | Minister of Transport
DDI: | M: | F: +64 4 817 6535
Private Bag 18041 | Parliament Buildings | Wellington 6160 | New Zealand

From: [redacted]@transport.govt.nz
Sent: Friday, 26 January 2018 5:48 PM
To: [redacted]@parliament.govt.nz
Subject: Hamilton City Council

FYI — no action required

Hi [redacted]

As you predicted they might, Hamilton City Council came back and asked to meet with us to talk about regional fuel tax.

We have emailed back indicating that we're happy to meet with them, but reminded them that:

- Ministers have decided to only approve a regional fuel tax for Auckland region in the first term (we've sent them another copy of the Minister letter, just in case it hadn't got to the people who want to meet with us)

- That, because of the ability for people to purchase fuel outside the taxed area to avoid fuel tax, the rules are designed to work only on a regional basis.

We'll see if they still want to meet!

Information withheld under section 9(2)(a) of the OIA.

MINISTRY OF TRANSPORT
Wellington (Head Office) | 318 Lambton Quay, Wellington Central | PO Box 3175 | Wellington 6011 | NEW ZEALAND | Tel: +64 4 439 9000 |
Auckinl [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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Interesting!

Let me know how you get on. Would be interested to hear about some of their arguments for an NFT.

I’m talking to them tomorrow - seems like their councillors have been sending a strong signal to “keep negotiating” with Government. I’ll let you know how I get on!

Thanks - I agree. I’ll keep Ed updated.

Have a safe trip!

Cheers

See first item here. I’m personally not opposed to RFT operating at a sub-regional level where it makes sense against specific factual circumstances, but:

- most of the time the cross-border leakage will be a problem (not always; Great Barrier again)

- I’m not entirely convinced we need to fix this now because it’s a post-2021 problem. I’m worried about overloading the Select Committee and deals with some quite fundamental stuff.

I think we need to be keeping a close eye on this kind of stuff because he may well see it in the media and wonder what’s going on.

Thanks

Sent with BlackBerry Work
(www.blackberry.com)
The Christchurch City Council wants the Government to widen new fuel tax laws to allow city and district councils to introduce the tax, not just regional authorities.

The Government is proposing new legislation to allow regional fuel taxes to be introduced across New Zealand. Auckland will be the first region to introduce a 10 cent per litre tax under the legislation.

The tax will be available to other regions from January 2021.

The Land Transport Management (Regional Fuel Tax Amendment) Bill proposes the tax be introduced at a regional level, rather than at district and city council level.

In a submission on the bill, Christchurch Mayor Lianne Dalziel said allowing a fuel tax only at a region-wide level limited the ability for territorial authorities in growing urban areas to effectively meet their infrastructure needs.

"The council encourages the select committee to acknowledge that urban areas outside of Auckland are also in need of funding assistance and alternative revenue tools."

The council wants to introduce a fuel tax to help it repair earthquake-damaged roads and has asked for the community's views on this and other alternative sources of funding, during consultation for its 10-year budget.

A 4c per litre tax on petrol and diesel in Christchurch would raise at least $15 million annually, based on the 500 million litres of fuel purchased in Christchurch each year.

The 2010 and 2011 earthquakes have so far cost the council $3.6 billion and another $4b needs to be spent during the next 30 years to return the city's assets to their preearthquake condition, a Deloitte report found. The council estimated it would take more than 20 years to get the city's roads into a condition in line with other New Zealand cities, under existing levels of funding.

Christchurch ratepayers face a 5.5 per cent rate increase for the 2018-19 year. This is on top of seven years of rates increases averaging 6.7 per cent each year.

The submission said provision of transport infrastructure was provided for and funded by territorial authorities, not regional councils. A fuel tax would enable the council to reduce the pressure on the general rates burden while also providing much needed funding to its infrastructure programme.

Council head of planning and strategic transport David Griffiths said the bill largely focused on the needs of Auckland, so the council's submission asked the select committee to acknowledge Auckland was not the only area in need of tools to build and maintain infrastructure.

Environment Canterbury (ECan) strategy and planning programme manager Samantha Elder said the Government's proposal envisaged regional councils working closely with their Regional Transport Committee partners, which included district and city councils, to develop and manage any regional fuel tax.

She said ECan understood the city council's concerns and appreciated the importance of region-wide alignment.
"It is important that the final legislation is suitable for large, diverse regions such as Canterbury."

Transport Minister Phil Twyford said in February that the Government would not allow any other region to introduce a fuel tax during Labour's first term in office, but did not rule out regional authorities applying after that time.

The law is expected to pass in June, ready for a fuel tax to be put in place in the Auckland region from July 1.
A

Please consider the environment before printing this email.

From: media@isentia.com
Sent: Friday, 20 April 2018 10:04 AM
To: Subal@sisentia.com
Subject: Demand Management press 20/04/18

FRI 20 APRIL 2018

Demand Management press
20/04/18

(10 items)

Request to widen fuel tax law
The Press, Christchurch, General News Tina Law

20 Apr 2018
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