

Chair  
Cabinet Economic Growth and Infrastructure Committee

## **LAND TRANSPORT ADMINISTRATION FEES AND RELATED APPROPRIATIONS**

### **Proposal**

1. This paper seeks Cabinet agreement to the proposed schedules of motor vehicle registration and licensing and road user charges administration fees, and simplified funding arrangements.

### **Executive summary**

2. The New Zealand Transport Agency is responsible for administering the collection and/or refund of revenue from motor vehicle registration and licensing fees, road user charges and fuel excise duty.
3. At present the administration fees are not well aligned with the costs they are intended to recover and funding arrangements are unnecessarily complex. There is currently an over-recovery of administration fee and third party revenue of about \$8 million (2011/12), and considerable cross subsidisation between activities.
4. I propose a new schedule of administration fees to:
  - remove the over-recovery of revenue
  - realign fees with the costs they are intended to recover
5. I also plan to introduce 9 new types of administration fees to recover costs from users who directly receive a benefit from the service but do not currently pay for it.
6. To stimulate a shift in users to low-cost, online channels, I also propose to set the administration fee for purchasing a motor vehicle licence or road user charges licence using the internet at 70 percent of the forecast transaction cost. This will allow the New Zealand Transport Agency to create future cost savings that will be passed to users through reductions in administration fees.
7. There are some activities which provide no direct additional benefit to individual road users, the costs of which I propose to meet from the National Land Transport Fund once an amendment to the Land Transport Management Act 2003 is made to provide for this. In the interim, these costs, amounting to \$5.670 million, will continue to be funded by an appropriation.
8. I also propose to allow motor vehicle registration and licensing administration fee revenue to be treated as third party revenue of the New Zealand Transport Agency from 1 July 2012. I intend to seek Cabinet agreement to make road user charges

administration fees third party revenue of the New Zealand Transport Agency at a later date, after the simplified road user charges system has bedded in.

9. The New Zealand Transport Agency has consulted with stakeholder groups representing a wide cross section of road users who were, in general, comfortable with the proposed changes. Feedback was received from some stakeholder groups that opposed the subsidisation of the internet payment channel. I have considered feedback raised and believe that on balance the proposed schedules of motor vehicle registration and licensing and road user charges administration fees are appropriate.
10. The proposed changes will be fiscally neutral to the Crown over time. However, it will reduce net revenue available to the National Land Transport Fund by about \$8 million in 2011/12 and out-years. This has no impact on the Crown's operating balance.

## **Background**

11. The New Zealand Transport Agency is responsible for administering the collection and/or refund of revenue from motor vehicle registration and licensing fees, road user charges and fuel excise duty. It also collects the Accident Compensation Corporation (ACC) motor vehicle account levy on behalf of the ACC, as part of motor vehicle licensing transactions.
12. Administration fee levels have not been comprehensively reviewed since the early 1990s. Due to subsequent changes in costs and volumes, fee levels do not currently align with the underlying costs they are intended to recover. Overall, there has been surplus revenue of about \$8 million collected in 2011/12, and a high degree of cross subsidisation occurring between activities.
13. In 2008, the Cabinet Economic Development Committee acknowledged that administration fees were not well aligned with the costs they were intended to recover and agreed to a review of the administration fees [EDC Min (08) 11/16 refers]. As an interim measure, it was agreed that any surplus fee revenue would be directed to the National Land Transport Fund to ensure it was spent for the benefit of road users.
14. It was also agreed that administration fee revenue would continue to be treated as Crown revenue and the New Zealand Transport Agency would be funded by an appropriation, pending the review of administration fees.

## **Review of administration activities and funding arrangements**

15. The New Zealand Transport Agency has completed a review of its administration activities and the associated funding arrangements. The review considered two main elements – the level of cost to be recovered and the level of fees needed to recover the costs. A key focus of the review was also to identify opportunities to further reduce costs to users.

### **Cost of administration**

16. The New Zealand Transport Agency forecasts a reduction in its total cost of administration in 2012/13 of about \$5.7 million, or 8.4 percent, compared to budgeted 2011/12 costs.
17. Over the period 2012/13–2014/15, when the proposed administration fees are intended to be in place, the New Zealand Transport Agency forecasts:
  - 17.1. the average administration cost of purchasing a motor vehicle registration or licence will remain fairly constant, changing from \$5.48 to \$5.50
  - 17.2. the average administration cost of purchasing a road user charges distance licence will reduce from \$6.66 to \$6.01
18. Appendix 1 provides a detailed summary of the costs associated with the motor vehicle registration and licensing and road user charges businesses and the forecast transaction volumes.

### **Over-recovery of the cost of collecting ACC levies**

19. The review highlighted that the New Zealand Transport Agency was recovering the cost of collecting the ACC levies twice, from:
  - 19.1. a commission charged to the ACC (which the ACC then recovers through the ACC motor vehicle levy)
  - 19.2. the motor vehicle licensing administration fee charged to road users
20. After becoming aware of the over-recovery, the New Zealand Transport Agency immediately ceased invoicing the ACC for its cost of collection. At that time it had received \$4.9 million of a budgeted \$12 million in 2011/12. By no longer invoicing the ACC, the ACC received a cost saving of \$7.1 million in 2011/12, but the New Zealand Transport Agency's third party revenue was reduced by the same amount.
21. I propose to increase the *Non-Departmental Output Expense: Motor Vehicle Registry* appropriation by \$7.1 million in 2011/12 to ensure the New Zealand Transport Agency has sufficient funding to meet its costs of administration. There is sufficient surplus revenue collected from administration fees to fund this adjustment.
22. If the ACC is no longer invoiced for collection costs, this will see the cost of collecting the ACC levy fully being met from the motor vehicle licensing administration fee. An adjusted motor vehicle licensing administration fee is proposed from 1 October 2012. This fee will be better aligned with costs it is intended to recover, and will ensure users are charged a transparent and appropriate administration cost.
23. In practice, road users will continue to pay an ACC levy that takes into account the ACC's budgeted cost of commission until the ACC adjusts its levies to reflect the removal of the commission arrangement. The next opportunity for this to occur is in July 2013. I acknowledge that this delay is not ideal. However, revenue that would

otherwise have been paid to the New Zealand Transport Agency will be retained in the ACC motor levy account.

24. I do not propose that any further adjustment be made to pay revenue, which has been historically over-recovered, into the ACC motor vehicle account. This surplus revenue has been appropriated to the National Land Transport Fund and spent for the benefit of road users.
25. However, I have requested that the New Zealand Transport Agency, if it is able, to refund part of the \$4.9 million the ACC has already paid in 2011/12. The possible refund will be determined after the New Zealand Transport Agency has met its actual costs in 2011/12. I expect the New Zealand Transport Agency to confirm with the ACC the size of any potential refund by November 2012.

## **Proposed new administration fees and funding arrangements**

### ***Proposed new fee structure***

26. At present, there are several transactions with no specific administration fee. These transactions are funded either by the general motor vehicle licensing administration fee or the road user charges administration fee. In many cases the number of transactions and hence the costs involved are significant. I propose new fees be introduced for the following transactions:
  - application for registration
  - application for duplicate, supplementary and replacement registration plates
  - application for trade plates
  - application to cancel registration
  - application for temporary exemption from continuous licensing
  - application for replacement label
  - application for assessment invoices
  - application to change road user charges vehicle type
27. In addition, I also intend to introduce variable administration fees for motor vehicle licensing transactions dependent on the payment method chosen. This allows administration fees to better reflect the cost associated with each payment option.

### ***Costs proposed to be no longer recovered from administration fees***

28. There are some instances where it is not appropriate to recover costs through administration fees. To ensure the land transport system remains fully self funding, I propose to meet these costs from the National Land Transport Fund. I recommend that the following costs be met from the National Land Transport Fund:
  - the cost of administering fuel excise duty refunds
  - the cost of administering road user charges refunds, investigations and reviews

- the Ministry of Transport's land transport revenue forecasting and strategy work
29. These costs are not related to a particular transaction, or in the case of refunds, it would be unreasonable to charge users for applying for a refund they are entitled to.
  30. In total these costs amount to approximately \$5.670 million per annum.
  31. Enabling these services to be funded from land transport revenue requires an amendment to the Land Transport Management Act 2003. This legislative change can be included in the proposed Land Transport Management Act Amendment Bill which is on this year's legislative programme.
  32. In the interim period, I propose to meet these costs from an appropriation. Surplus fee revenue collected in 2011/12 will be redirected to the general Crown account to ensure this change remains fiscally neutral to the Crown.

### ***Proposed fee schedules***

33. Taking into account the proposed changes outlined above, I propose new administration fees as set out in Appendix 2.
34. I propose that the New Zealand Transport Agency implements the new road user charges administration fees on 1 August 2012, to coincide with the introduction of the simplified road user charges system. However, given the time required to implement changes to its IT system, I propose that the New Zealand Transport Agency implements revised motor vehicle registration and licensing administration fees on 1 October 2012.
35. In most cases, existing administration fees are expected to reduce. For example, the administration fee for relicensing a motor vehicle reduces from \$6.40 to between \$6.26 and \$3.57, depending on what payment option is used. This represents a saving of between \$0.14 (2.2 percent) and \$2.83 (44.2 percent).
36. The administration fee for purchasing a road user charges licence is also planned to reduce from \$8.50 when purchased over the counter, to between \$6.48 and \$4.17 for the counter/agent or internet transactions respectively. This represents a saving of between \$1.72 (23.8 percent) and \$4.33 (50.9 percent).
37. It should be noted that the administration fees for purchasing a motor vehicle licence or road user charges licence using the internet will be set at 70 percent of the forecast transaction cost. The subsidy is intended to incentivise users to switch to using the low cost, internet payment option. This will be beneficial in the longer term because as transaction volumes for the internet increase, it will be possible for the New Zealand Transport Agency to further reduce fixed and overhead costs. It is intended that as this occurs, cost savings will be passed to users through reductions in administration fees across all payment options.
38. To ensure the total cost of delivering the services are recovered, the subsidised amount (30 percent) is to be recovered through the motor vehicle licence and road user charges counter/agent administration fees. Implementing the subsidy would add an additional cost of \$0.72 and \$0.42 for each motor vehicle licence and road user

charges counter/agent transaction respectively. However, in both instances the counter/agent administration fees still reduce from their current rates.

39. The corresponding discount to the internet payment option would be \$1.35 for the motor vehicle licence transaction, or 38 percent of the revised fee and \$1.07 for the road user charges transaction, or 26 percent.
40. If actual internet transactions are greater than forecast, there will be a corresponding under-recovery of administration fee revenue to meet the associated costs, due to the presence of the subsidy.
41. I expect the New Zealand Transport Agency to monitor transaction volumes and inform me of any significant discrepancies that may result in administration fee revenue being insufficient to cover costs. I will report back to Cabinet if the subsidy is more successful than anticipated and requires amendment.

### ***Changes to funding arrangements***

42. Currently administration fee revenue is Crown revenue and the New Zealand Transport Agency is funded by appropriation. To streamline this arrangement, I recommend that motor vehicle registration and licensing administration fees become third party revenue of the New Zealand Transport Agency from 1 July 2012.
43. It should be noted that, if agreed, the New Zealand Transport Agency will receive motor vehicle registration and licensing administration fee revenue from 1 July but the new and amended administration fees will be implemented on 1 October 2012. This arrangement will see the New Zealand Transport Agency collect a forecast \$500,000 surplus fee revenue. The New Zealand Transport Agency will use the additional revenue to meet part of the cost of modernising the motor vehicle registry.
44. The simplified and modernised road user charges system is expected to reduce the volume of road user charges licences purchased. However, the full impact the new system will have on the New Zealand Transport Agency's administration costs is uncertain. It is intended that road user charges fee revenue become third party revenue of the New Zealand Transport Agency from 1 July 2014. By this time, the new system will have bedded in and the New Zealand Transport Agency will be able to more accurately forecast its ongoing cost of administration.
45. I intend to report back to Cabinet in December 2013 to seek agreement to this change. I will also consider the need for further adjustment to road user charges administration fees to take account of the New Zealand Transport Agency's revised administration cost forecasts.
46. The changes in funding arrangements are intended to be fiscally neutral to the Crown over time.

### **Future changes to achieve greater value-for-money**

47. I expect the New Zealand Transport Agency to continue to find opportunities to reduce the average cost of administration fees.

48. The New Zealand Transport Agency has advised me that it will focus on discretionary areas of expenditure to influence costs. Areas of work include:
- 48.1. pursuing demand management strategies aimed at shifting users from relatively expensive channels in favour of less expensive channels such as the internet
  - 48.2. identifying more cost effective options for recovering evaded road user charges while assessing the implications of the simplified road user charges regime
49. The New Zealand Transport Agency will keep me informed of further cost savings. As further savings are realised I expect to report back to Cabinet seeking agreement to revise the administration fees allowing savings to be passed on to users.

### **Other matters**

50. There are a number of minor and technical amendments to the Motor Vehicle Regulations I propose to make when the motor vehicle registration and licensing administration fees are adjusted. These amendments have recently surfaced as part of the bedding-in process of the Land Transport (Motor Vehicle Registration and Licensing) Regulations 2011.
51. The proposed amendments include:
- correction of cross references and anomalies, clarification of definitions, and the reinstatement of a minor provision, inadvertently omitted
  - amendments to facilitate the enforcement of offences
  - clarification of the powers of the Registrar of Motor Vehicles to collect fees and ACC levies in certain circumstances
  - clarification of the insurers' duty to cancel the registration of a vehicle that has been written off
  - clarification of the Registrar's powers to reissue the original plates to a vehicle which has been re-registered
  - recording details of overseas visitors' vehicles on the Register

### **Consultation**

#### ***Stakeholder representatives***

52. The New Zealand Transport Agency has consulted the following stakeholder groups on the proposed new administration fees:
- The Road Transport Forum
  - The New Zealand Automobile Association
  - The Bus and Coach Association of New Zealand

- Federated Farmers of New Zealand
  - The ACC
53. These stakeholder groups were considered to represent a wide cross section of New Zealand road users.
54. Stakeholder groups were generally comfortable with the proposed changes. However, some stakeholder groups raised objections to the proposed subsidy of the internet channel. These stakeholders would prefer if the internet channel was priced at its actual cost and not subsidised through other payment channels.
55. I have considered the effect of this subsidy on users paying through the counter or agent channel:
- 55.1. For someone licensing their motor vehicle 6-monthly (and not subject to road user charges) the additional cost will be about \$1.54 a year. This represents 0.5 percent of the total licensing cost paid for a typical petrol passenger vehicle licence.
- 55.2. The impact for road users purchasing road user charges licences will vary according to the frequency of purchase. However, assuming the owner of a light diesel vehicle purchases road user charges licences in 5000 kilometre increments, and does so three times per year, the additional cost is expected to be \$1.26, representing about 0.2 percent of the total value of the transactions.
- 55.3. When compared to current administration fees, the counter/agent fees will still reduce from their current rates and in the longer-term
56. Although users of these channels will face a small increase in administration fees I believe that on balance, the proposed subsidy is appropriate. Implementing the subsidy provides a clear incentive for New Zealanders to utilise the lower cost digital channel. Over time, it is expected that this will enable the New Zealand Transport Agency to achieve additional cost savings which will be passed to users through further reductions in administration fees across all payment options.
57. I have asked the New Zealand Transport Agency to investigate the effect of the subsidy and provide advice by December 2013 on whether the subsidy should continue. I will report back to Cabinet if the subsidy requires amendment.
58. The New Zealand Transport Agency will promote the subsidy to ensure users can make an informed decision of what payment channel to use.

### ***Government Agencies***

59. The Ministry of Transport has consulted the following agencies on this paper: the New Zealand Transport Agency, the Treasury, the ACC, and the Department of Labour.
60. The Department of the Prime Minister and Cabinet has been informed of this paper.

## **Financial implications**

61. The appropriation adjustments required to give effect to the proposals contained in this paper will be fiscally neutral to the Crown over time.
62. The new administration fees are intended to remove the surplus revenue currently being collected from administration fees. This will reduce the net revenue available to the National Land Transport Fund by approximately \$8 million per annum. However, there will be no impact on the Crown's operating balance.
63. The Accident Compensation Corporation's costs will reduce by \$7.1 million in 2011/12, and approximately \$12 million in future years. This cost saving will be passed on to road users when the motor vehicle account levy is next adjusted.
64. As the proposed adjustments are administratively complex, I propose that the Ministers of Transport and Minister of Finance receive delegated authority to approve the changes to Crown appropriations and revenue to reflect the proposals.

## **Human rights, gender and disability implications**

65. There are no specific human rights, gender or disability implications arising from the proposals in this paper.

## **Legislative implications**

66. Legislative action will be required to amend the Land Transport Management Act 2003 (as noted in paragraph 29) and the Land Transport (Motor Vehicle Registration and Licensing) Regulations 2011. In addition, Regulations made under the Road User Charges Act 2012 are required to implement the administration fees pertaining to road user charges.
67. Should Cabinet agree to the final fee schedule proposed in this paper, a paper will be prepared for the Cabinet Legislation Committee.

## **Regulatory Impact Analysis**

68. The Regulatory Impact Analysis requirements apply to this proposal. A Regulatory Impact Statement has been prepared by the Ministry of Transport with assistance from the New Zealand Transport Agency. The Regulation Impact Statement is attached to this paper.
69. A member of the Ministry's Regulatory Impact Statement evaluation panel has reviewed the Regulatory Impact Statement. The reviewer considers that the information and analysis summarised meets the quality assurance criteria.
70. I have considered the analysis and the advice of my officials, as summarised in the attached Regulatory Impact Statement, and I am satisfied that the regulatory proposals recommended in this paper:
  - 70.1. are required in the public interest

- 70.2. will deliver the highest net benefit of the options available
- 70.3. are consistent with our commitments in the Government statement 'Better Regulation, Less Regulation'.

## **Publicity**

71. I intend to make a public statement once decisions have been made.

## **Recommendations**

72. It is recommended that the Committee:

### **Revised administration fees and funding arrangements**

1. **agree** to implement on 1 August 2012, the schedule of new and amended road user charges administration fees contained in Appendix 2
2. **agree** to implement on 1 October 2012, the schedule of new and amended motor vehicle registration and licensing administration fees contained in Appendix 2
3. **agree** to motor vehicle licensing and registration administration fee revenue becoming third party revenue of the New Zealand Transport Agency from 1 July 2012
4. **note** that the Minister of Transport will seek Cabinet agreement in December 2013 to make road user charges administration fees third party revenue of the New Zealand Transport Agency

### **Removal of over-recovery from the Accident Compensation Commission (ACC)**

5. **note** that after the identifying of the over-recovery of revenue in 2011/12, the New Zealand Transport Agency ceased to invoice the ACC, resulting in a \$7.1 million shortfall to meet its administration costs
6. **agree** to meet the New Zealand Transport Agency's \$7.1 million shortfall noted in recommendation 5, using surplus administration fee revenue

### **Costs to be met from the National Land Transport Fund**

7. **agree** to amend the Land Transport Management Act 2003 to meet the cost of services delivered by the Ministry of Transport and New Zealand Transport Agency, that protect the land transport tax revenue base and maintain the integrity of the system, totalling \$5.670 million per annum, to be funded from land transport revenue
8. **note** that until the necessary legislative change to the Land Transport Management Act 2003 is implemented, a total \$5.670 million in 2012/13 will be required by the New Zealand Transport Agency and Ministry of Transport to cover the respective costs of administration

## **Financial implications**

9. **note** that if agreed, the changes in recommendations 3, 6 and 7 are fiscally neutral for the Crown over time

10. **agree** to delegate to the Minister of Transport and Minister of Finance the authority to process the necessary administrative changes to Crown appropriations and revenue to reflect the proposals in the paper

## **Next steps**

11. **invite** the Minister of Transport to issue the necessary drafting instructions to Parliamentary Counsel to give effect to the above proposals

12. **note** that the Minister of Transport intends to make a public statement announcing the schedule of new and amended fees after Cabinet decisions are made

Hon Gerry Brownlee  
**Minister of Transport**

## APPENDIX 1 – FORECAST COSTS OF ADMINISTRATION AND TRANSACTION VOLUMES

### Costs of administration

**Table 1 Motor vehicle registration and licensing - cost breakdown (\$ million)**

	Actual	Actual	Forecast	Modelled	Modelled	Modelled
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Fixed Costs	19.961	20.388	20.585	17.922	17.779	17.942
Variable costs	33.020	33.360	31.288	30.611	31.398	32.032
<b>Total Costs</b>	<b>52.981</b>	<b>53.749</b>	<b>51.873</b>	<b>48.603</b>	<b>49.177</b>	<b>49.974</b>
Annual percentage change	na	1.45%	-3.49%	-6.30%	1.18%	1.62%
Cost per transaction				\$5.48	\$5.48	\$5.50

**Table 2 Road user charges - cost breakdown (\$ million)**

	Actual	Actual	Forecast	Modelled	Modelled	Modelled
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Fixed costs	11.244	8.660	10.583	9.112	8.352	8.423
Variable costs	6.207	6.222	6.152	5.144	4.637	4.592
<b>Total Costs</b>	<b>17.451</b>	<b>14.882</b>	<b>16.735</b>	<b>14.256</b>	<b>12.989</b>	<b>13.015</b>
Annual percentage change	na	-14.72%	12.45%	-14.81%	-8.89%	0.20%
Cost per transaction				\$6.66	\$6.03	\$6.01

### Transaction volumes

**Table 3 Forecast motor vehicle registration and licensing and road user charges transaction volumes (000's)**

	Actual	Actual	Forecast	Modelled	Modelled	Modelled
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Motor vehicle registrations	218	228	218	220	220	221
Motor vehicle licensing	5,633	5,815	5,622	5,724	5,819	5,915
Motor vehicle registration and licensing change of ownership	816	811	805	814	821	828
<b>Total</b>	<b>6,667</b>	<b>6,854</b>	<b>6,645</b>	<b>6,758</b>	<b>6,860</b>	<b>6,964</b>
<i>Increase</i>	<i>na</i>	<i>2.80%</i>	<i>-3.05%</i>	<i>1.72%</i>	<i>1.49%</i>	<i>1.52%</i>
<b>Total road user charges licenses</b>	<b>2,161</b>	<b>2,282</b>	<b>2,355</b>	<b>1,999</b>	<b>2,010</b>	<b>2,022</b>
<i>Increase</i>	<i>na</i>	<i>5.60%</i>	<i>3.20%</i>	<i>-15.12%</i>	<i>0.55%</i>	<i>0.60%</i>

## APPENDIX 2 – PROPOSED FEE SCHEDULE

Table 4 motor vehicle registration and licensing proposed new and amended fees

Category of Fees	Existing Fee (excl GST)	Proposed Fee (excl GST) <sup>2</sup>	% Change	\$ Change	\$ Revenue
MV Administration Fees					
Counter Agent/New Zealand Transport Agency	6.40	6.26	2.2%	-0.14	25,191,786
Industry Agent		2.43	-62.0%	-3.97	419,080
Internet		3.57	-44.2%	-2.83	6,631,019
Registration		6.43	NEW	6.43	1,416,555
Registration Reversal	50.00	50.00	0.0%	0.00	12,500
Change of Ownership (Buyer)	8.18	7.83	-4.3%	-0.35	6,369,854
Change of Ownership (Dealers)	2.00	0.78	-61.0%	-1.22	152,100
Labels	0.22	0.17	-22.7%	-0.05	1,028,281
Duplicate Certificates	8.18	7.91	-3.3%	-0.27	12,877
Request for Information MR31	13.04	13.04	0.0%	0.00	39,120
Request for Information MR32	10.00	13.04	30.4%	3.04	5,216
Plates - Replacement	-	4.09	NEW	4.09	290,836
Plates - Personalised/duplicate/supplementary	-	1.91	NEW	NEW	36,927
Trade Plates	-	28.09	NEW	28.09	22,247
Cancellation of registration	-	7.91	NEW	7.91	719,879
Exemptions Agent	-	4.78	NEW	4.78	1,208,582
New Zealand Transport Agency	-	9.04	NEW	9.04	728,467
Internet	-	0.00 <sup>1</sup>	NEW	0.00	-
Administration Replacement Label	-	3.57	NEW	3.57	773,621
					<b>45,058,947</b>

<sup>1</sup> . An exemption application made prior to the existing licence expiring or within the regulated grace period after the expiry of the last licence does not attract a fee of any kind i.e., backdated licence fees are not required to be paid. Given the low dollar value of the cost of the internet channel (\$1.04), and that this would be the only fee payable for many internet exemption applications it is recommended that no fee be introduced

**Table 5 road user charges proposed new and amended fees**

<b>Category of Fees</b>	<b>Existing Fee (excl GST)</b>	<b>Proposed Fee (excl GST)<sup>2</sup></b>	<b>% Change</b>	<b>\$ Change</b>	<b>\$ Revenue</b>
Road user charges licence administration fees					
Agent (Counter)	8.50	6.78	-20.2%	-1.72	4,237,807
Agent (Industry)	3.00	1.83	-39.0%	-1.17	82,369
Agent (BP)	4.50	5.39	19.8%	0.89	254,839
Agent (Direct Connect)	3.00	1.83	-39.0%	-1.17	1,121,223
Agent (e road user charges)	3.00	1.83	-39.0%	-1.17	494,301
Internet	8.50	4.17	-50.9%	-4.33	965,091
New Zealand Transport Agency (Phone/Fax)	6.20	5.13	-17.3%	-1.07	937,251
Administration replacement label		3.57	NEW	3.57	344,423
Assessment invoices		6.09	NEW	6.09	499,380
Assignment of new road user charges vehicle type		43.91	NEW	43.91	8,782
					<b>8,945,466</b>