

## Proactive Release

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Some information has been withheld on the basis that it would not, if requested under the Official Information Act 1982 (OIA), be released. Where that is the case, the relevant section of the OIA has been noted and no public interest has been identified that would outweigh the reasons for withholding it.

Listed below are the most commonly used grounds from the OIA.

<u>Section</u>	<u>Description of ground</u>
6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
6(b)	as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> <li>(i) the Government of any other country or any agency of such a Government; or</li> <li>(ii) any international organisation</li> </ul>
6(c)	prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
9(2)(a)	to protect the privacy of natural persons
9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public
9(2)(ba)(ii)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
9(2)(f)(ii)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
9(2)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
9(2)(j)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

**In Confidence**

Office of the Minister of Transport

Cabinet Economic Policy Committee

**Road user charges: Modernising the system in preparation for the fleetwide transition**

**Proposal**

- 1 This paper seeks agreement to changes that will modernise the road user charges (RUC) legislative framework, remove barriers to new technologies, and enable a competitive RUC retail market.

**Relation to government priorities**

- 2 This paper progresses the commitment in the Coalition Agreement between the National Party and the ACT Party to “work to replace fuel excise taxes with electronic road user charging for all vehicles, starting with electric vehicles”.

**Executive Summary**

- 3 In June 2025, Cabinet agreed to a proposed pathway to transition 3.5 million petrol vehicles to RUC. We will unlock the potential for competitive technological solutions for RUC, growing the market and making the existing RUC system more efficient and easier for users. Implementing this will put us in a better position to implement a smooth transition to RUC for petrol vehicles, and I consider this the least-regrets approach to reform.
- 4 My goal is that RUC will provide the basis for future cost-reflective road pricing based on vehicle type, distance travelled, location, and time of use. It needs to be easy to use through modern technology, and market-led RUC retail will result in a wide range of ways for users to comply in a way that works for them.
- 5 As a further step toward this goal, I propose that Cabinet agree to:
  - 5.1 Remove requirements to display, carry, or produce RUC licences. This will reduce costs and enable the use of more cost-effective electronic devices.
  - 5.2 Relax the prescriptive requirements for electronic distance recorders. This will enable a broader range of technology, including the use of manufacturers' built-in telematics, encouraging innovation and reducing compliance costs.
  - 5.3 Clarify roles and functions within the regulatory system, separating customer service functions from regulatory responsibilities. This includes defining the role of a RUC Customer Services Provider, with transparent and consistent approval processes.

- 5.4 Expand the scope of alternative payment schemes beyond vehicles with electronic distance recorders. This will allow RUC retailers to offer flexible payment options, such as subscription or post-pay plans, for light vehicles.
- 5.5 Enable the RUC Collector to collect other land transport charges (tolls and time of use charges) in conjunction with RUC. This creates the legislative foundation for more integrated road pricing approaches in the future.
- 6 Through to 2027 the focus will be on building space for a market by passing necessary legislation, amending regulations, and creating a Code of Practice.
- 7 I will report back by June 2026 following market engagement and a Request for Information (RFI), with an assessment of the likely market solutions and timeframes, building on the interest received from 25 potential retailers in late 2024.
- 8 I propose to report back to Cabinet by June 2027 with an update covering how the market has responded to the changes, and next steps to move the petrol fleet to RUC.

### Background – benefits, complexity and opportunities

- 9 In June 2025, Cabinet agreed to my proposed transition pathway, which involves first unlocking the potential for competitive technological solutions for RUC before transitioning the fleet. We will then transition the remaining fleet when the market is able to offer a range of user-friendly options [EXP-25-MIN-0053 refers]. This reflects the importance of both protecting revenue and ensuring a positive user experience.
- 10 Transitioning the fleet has significant user, technical, financial, and economic consequences. Rapid implementation creates considerable risks due to the complexity of the change and current system limitations.
  - 10.1 **Scale:** About 3.5 million vehicle owners (3.3 million light petrol vehicles and 0.2 million motorcycles) must switch from automatic fuel excise payments to active RUC payments. These vehicles represent 76% of the fleet. Public acceptance and compliance depend on a user-friendly experience, perceived fairness, and requirements to protect users' privacy and digital security
  - 10.2 **Compliance challenges:** RUC requires active compliance, making it more vulnerable to avoidance than fuel excise duty (FED). NZTA estimates 4-5% of possible RUC revenue from light diesel vehicles is lost through non-compliance (\$40-\$50 million per year). Similar non-compliance rates for petrol vehicles could equate to between \$150-\$200 million per year.
  - 10.3 **Enforcement challenges:** Police enforcement is hindered by resource constraints, competing priorities, and operational complexities. Police's core mandate in transport prioritises road safety, making RUC enforcement contingent on other activity. The time-consuming manual nature of roadside checks also limits the amount of enforcement activity that can be undertaken, and especially the ability to investigate suspected odometer tampering. These factors have the potential to undermine the integrity and credibility of the RUC system, potentially incentivising non-compliance due to a low perceived risk of detection.

- 10.4 **System limitations:** The existing RUC system is largely manual. Users must monitor distance travelled and actively purchase RUC. NZTA estimates running the current system (without improvements) for the whole fleet would require an additional 150 full-time staff and increase operating costs by about \$46 million annually, raising questions about any potential economies of scale.
- 10.5 **Turning off excise:** Turning off FED and applying RUC to petrol vehicles could interrupt funding in the short term. A two-month grace period (as provided for light electric vehicles) could cost up to \$350 million in lost excise revenue.
- 10.6 **Funding dependencies:** FED revenue currently funds other activities, including recreational maritime and aviation safety, and search and rescue. Removing fuel excise duty will require alternative funding arrangements to continue these services, as there is likely little principled basis for RUC revenue to fund these services.
- 11 Due to these complexities, it is important the transition to RUC is done well and maintains the integrity of revenue collection while building public trust and compliance.

### **I propose a series of changes to modernise the RUC system before transitioning the fleet**

#### *Enabling low-cost technological solutions*

- 12 The current regulatory framework is outdated and unnecessarily prescriptive, resulting in costs and presenting barriers to new technologies. This limits the availability of low-cost and user-friendly electronic RUC solutions, such as utilising the technology built into modern vehicles or employing lower-cost on-board devices.<sup>1</sup> This modernisation will ensure that while enabling user-friendly and cost-effective solutions, minimum standards for privacy and digital security will be upheld. I propose to make legislative changes to the Road User Charges Act 2012 to:
- 12.1 **remove all requirements to display, carry or produce RUC licences** (both paper and electronic), replacing these with a digital record of RUC licence status.<sup>2</sup> Ensuring digital records are accessible online for both users and enforcement purposes will require investment by NZTA and Police, which is covered in more detail in the financial implications section.
- 12.2 **relax the definition and requirements for electronic system providers and electronic distance recorders** by removing the requirement that distance recorders must be provided by electronic system providers. This will enable a wider range of technological solutions, including use of the manufacturers' telematics built-in to vehicles.

<sup>1</sup> Most current devices cost at least \$500 to install. However, market participants have indicated costs could come down to around USD\$20 per device if the rules around devices were relaxed, creating a larger market.

<sup>2</sup> Provision will be made for users to receive a physical copy of this record on request.

*Enabling a competitive market*

- 13 As noted above, RUC will be a significant revenue source (over \$4 billion in annual revenue following the transition) with over 4.5 million vehicles, creating the potential for a competitive retail market.
- 14 However, I have heard concerns from current and potential market participants about roles and functions, particularly around NZTA's dual role as RUC Collector (a statutory role which includes specific regulatory responsibilities) and as a RUC retailer. For example, under the current regulatory framework, NZTA, as the RUC Collector, has discretion around the process and approval of other RUC retailers (including both eRUC providers and other organisations appointed as NZTA agents). This can act as a deterrent for new entrants interested in retailing RUC.
- 15 As such, I propose to amend the Road User Charges Act 2012 to:
- 15.1 **clarify roles and functions**, including separating in legislation the RUC customer service functions from the RUC Collector's regulatory functions. This will involve:
- 15.1.1 defining the role and functions of a RUC customer services provider in the Act
- 15.1.2 making the approval of RUC customer service providers part of the RUC Collector's regulatory role
- 15.1.3 enabling the RUC Collector to appoint the NZTA as a RUC customer services provider.
- 15.2 **formalise retailer approval processes** to ensure consistency and transparency in the exercise of the RUC Collector's discretion in approving RUC retailers. This will include providing the power to make regulations specifying the requirements for RUC customer service providers, including criteria such as business processes, robust digital security, and privacy of information, as well as setting the level of any fees that may be payable by the RUC Collector to providers.
- 15.3 **broaden the potential for alternative payment schemes** which allow retailers to provide options to customers to pay RUC in different ways (e.g. through subscription plans or post-pay rather than pre-pay). The existing framework enables these schemes but restricts them to vehicles with electronic distance recorders. The original target market was heavy vehicle fleets, but to date, no schemes have been developed. The proposal is to remove the requirement for an electronic distance recorder and refocus the provision towards the needs of light vehicle owners.

*Legislative amendment to allow the RUC Collector to collect other transport charges, enabling integrated transport charge collection*

- 16 The current form of RUC as a pre-paid licence does not allow for varying location and time charges to be included in a single payment, as these can only be determined after travel. With road tolling schemes, as well as time of use charging, providers of

alternative payment schemes should have the ability to provide one bill to cover road users' costs, such as in a single monthly payment.

- 17 I propose to amend the Road User Charges Act 2012 to **enable the RUC Collector to collect other land transport charges** (e.g. tolls and time of use charges) in conjunction with RUC. This will create the legislative foundation for more integrated road pricing approaches.

*Ongoing policy work to enable integrated road pricing and cost-reflective pricing by time, location and distance*

- 18 My long-term goal is to move towards more cost-reflective road pricing, including variation by vehicle type, time, location and distance travelled. While I am not yet proposing to combine broader factors into a single price, the legislative changes above will enable this future development.

- 19 s 9(2)(f)(iv)

- 20 I have asked officials to continue work on what changes would be needed to the RUC legislative framework to enable integrated road pricing in the future.

**I plan to report back in 2027 to confirm progress, the state of the market and next steps to transition the remaining vehicle fleet**

- 21 The focus through to 2027 will be passing legislation, amending regulations and creating new regulations (for alternative payment schemes), and introducing an updated Code of Practice for RUC retailers and customer service providers.
- 22 I plan to undertake a Request for Information (RFI) to better understand likely market solutions, costs and timeframes. This will build on a previous RFI run in late 2024, which received interest from 25 potential retailers and identified many of the regulatory barriers that this paper proposes to address. I will also use this market engagement to test whether there are further opportunities to promote the uptake of technological RUC solutions (e.g. in-vehicle technology), and to understand better the privacy risks and mitigations from technology and payment providers.
- 23 In parallel, NZTA will prepare corresponding changes to their internal systems and processes to support market participation and promote integrity. This will include work with the New Zealand Police to prepare their systems for RUC monitoring and enforcement once physical labels are removed.
- 24 I expect the legislative and operational changes to be in place by the end of 2026, at which point the RUC system will be truly "open for business", with innovative technology and a range of retail offerings able to operate and compete in the market. A transparent and consistent approval process for RUC retailers will also be in place.
- 25 Officials will provide me with an update in early 2026 on the expected market response, including how this can be supported through secondary legislation, including the Code of Practice. I will provide an update to the Cabinet **by June 2026** regarding any issues or additional actions needed to assist private providers in quickly



adapting to legislative changes. I propose to report back to Cabinet **by June 2027** with an update covering:

- 25.1 how the market is responding
- 25.2 progress to implement regulatory and operational changes
- 25.3 next steps to introduce the remaining fleet to RUC, including:
  - 25.3.1 possible approaches to compliance and enforcement to support the fleetwide transition to RUC
  - 25.3.2 further detail on system changes required to support the transition
- 26 I have considered whether we could move faster and confirm the transition approach and timing now. However, the transition is a complex undertaking, with \$4 billion in annual revenue at stake. I want to get it right and have confidence that the system and market are ready before introducing 3.5 million additional vehicles.
- 27 This includes weighing up different options to ensure a positive user experience during the transition. For example, any options to phase petrol vehicles onto RUC could require a fuel excise refund system which may be expensive to administer and place a burden on users. I want to ensure we make the right choice on this once we can see the state of the market and technology.

#### **Cost of Living Implications**

- 28 The proposals in this paper are not expected to have cost-of-living implications.

#### **Financial Implications**

- 29 NZTA is developing a funding proposal for implementation activities. Under section 9(2)(b) of the Land Transport Management Act 2003, the Ministers of Transport and Finance can jointly approve using land transport revenue (which would otherwise go to the National Land Transport Fund) to fund "activities carried out by the Ministry or the Agency that are related to the protection of the land transport revenue base and the maintenance of the integrity of the revenue system". I have instructed officials to consider all options as part of the solution design, including alternative low cost options and delivery from existing funding. Key implementation activities include:
  - 29.1 development of alternative systems (such as digital RUC licences and lookup facilities for users) to replace physical labels, including offering alternative solutions for users without digital access (potentially \$4 million)
  - 29.2 ensuring NZ Police can enforce RUC at the roadside (via access to NZTA's RUC database) — there will be a balance between increased investment in systems providing real-time access, versus lower cost alternatives, and these need to be considered relative to the overall effectiveness of enforcement
  - 29.3 development of internal NZTA processes to undertake its regulatory responsibilities.

- 30 The financial implications presented in the paper do not include costs, revenue impacts, and potential fiscal consequences related to the eventual full transition of the fleet to RUC.

### Legislative Implications

- 31 Amendments to transport legislation and associated regulations will be required to implement the proposals. Specifically, changes will be required to the Road User Charges Act 2012 and Road User Charges Regulations 2012.

- 32 s 9(2)(h)

- 33 The Bill would amend the Road User Charges Act 2012, which binds the Crown.

### Impact Analysis

#### Regulatory Impact Statement

- 34 Impact analysis requirements apply to this paper and a Regulatory Impact Statement (RIS) is attached.
- 35 A panel from the Ministry of Transport has reviewed the Regulatory Impact Analysis (RIA). The panel considers that the information and analysis summarised in the RIA meets the Quality Assurance criteria for the purpose of informing Cabinet decisions, with the caveat that although consultation has been undertaken, it was high-level and addressed some, but not all, the regulatory reform proposals.

#### Climate Implications of Policy Assessment

- 36 The Climate Implications of Policy Assessment (CIPA) team has been consulted and confirms that the CIPA requirements do not apply to this policy proposal, as the threshold for significance is not met.

#### Population Implications

- 37 The proposals in this paper are not expected to have population implications.

#### Human Rights

- 38 The proposals in this paper are not expected to have human rights implications.

#### Use of external Resources

- 39 No external resources were used in the development of this paper.

#### Consultation

- 40 NZTA, Treasury, Infrastructure Commission, Inland Revenue, Customs, New Zealand Police, Ministry of Business, Innovation and Employment (Energy and



ACC), Ministry of Justice, Ministry for Social Development, Parliamentary Counsel Office and the Office of the Privacy Commissioner were consulted on this paper.

- 41 The Department of the Prime Minister and Cabinet was informed.

### Communications

- 42 I plan to announce the changes outlined in this paper through a speech at the Building Nations conference on 6 August 2025. This will be an opportunity to discuss my long-term goal of moving towards more cost-reflective road pricing, including variation by vehicle type, time, location, and distance travelled.

### Proactive Release

- 43 This paper will be proactively released, subject to redactions as appropriate under the Official Information Act 1982, within 30 business days of decisions being confirmed by Cabinet.

### Recommendations

The Minister of Transport recommends that the Committee:

- 1 **note**, on 30 June 2025, Cabinet agreed to prioritise improvements to modernise the road user charges (RUC) system, before transitioning the remaining fleet to RUC [EXP-25-MIN-0053 refers]
- 2 **agree** to amend the Road User Charges Act 2012 to modernise the RUC system, by:
  - 2.1 removing all requirements to display, carry or produce RUC licences
  - 2.2 removing the requirement that electronic distance recorders must be provided by electronic system providers, thereby enabling a wider range of technological solutions such as in-built vehicle technology and apps on mobile devices
  - 2.3 clarifying roles and functions, including by creating a separate role of RUC Customer Services Provider, that would enable the development of a competitive market for retailing RUC licences and supporting customers
  - 2.4 enabling the RUC Collector to approve RUC Customer Services Providers as part of its regulatory role
  - 2.5 providing a power to make regulations specifying the requirements for RUC Customer Services Providers, including criteria for their approval, and prescribing the level of any fees payable to RUC Customer Services Providers by the RUC Collector
  - 2.6 enabling the RUC Collector to appoint the NZTA as a RUC Customer Services Provider, on the same basis as other providers

- 2.7 broadening the scope for alternative payment schemes to be offered by a RUC Customer Services Provider, by removing the existing restriction of such schemes to vehicles with electronic distance recorders
- 2.8 enabling other land transport charges to be collected in conjunction with RUC
- 3 **invite** the Minister of Transport to issue drafting instructions to the Parliamentary Counsel Office to give legislative effect to the policy proposals above, including any necessary consequential amendments, savings and transitional provisions
- 4 **authorise** the Minister of Transport to make further policy decisions that are consistent with the overall policy required in the course of drafting the legislation, provided that any such decisions are confirmed when the Bill is considered for introduction
- 5 s 9(2)(h)
- 6 **invite** the Minister of Transport to report back to Cabinet by June 2026 on the expected market response to the legislative changes, including how this can be supported through secondary legislation and the Code of Practice
- 7 **invite** the Minister of Transport to report back to Cabinet by June 2027 with an update covering:
- 7.1 progress to implement regulatory and operational changes to modernise the RUC system
  - 7.2 market development in response to these changes, including feedback received through market engagement
  - 7.3 next steps to introduce the remaining fleet to RUC
  - 7.4 recommendations on the compliance and enforcement approach to support fleetwide RUC.

Authorised for lodgement

Hon Chris Bishop  
Minister of Transport

## Annex One: Summary of legislative proposals and rationale

Objective	Specific proposals	Rationale
Enabling low-cost technological solutions	1) Remove all requirements to display, carry or produce RUC licences.	Requirements to display or carry physical and electronic RUC licences create costs (printing, posting, and requiring eRUC devices to have electronic screens to display digital versions). While labels allow enforcement officers to verify licensing status on the roadside, with IT upgrades, devices carried by Police can provide real-time verification.
	2) Removing the requirement that electronic distance recorders must be provided by electronic system providers	Current requirements centre around prescriptive definitions, particularly requiring separate electronic distance recorders to be installed by the electronic system provider. Originally designed to prevent evasion and ensure robust distance tracking, the requirements prevent the use of new and less costly technology for RUC purposes, such as that built into most new vehicles today.
Enabling a competitive market	3) Clarify roles and functions, including by creating a separate role of RUC Customer Services Provider	NZTA retails RUC and regulates the system. Third parties interested in retailing RUC expressed concerns that NZTA's dual role creates unfair competition and discourages new businesses from entering the RUC retail market. In line with the objective to let the market lead on RUC retail, this proposal will separate out the RUC customer service role and functions from the RUC Collector's other functions.
	4) Enable the RUC Collector to approve RUC Customer Services Providers	Under the current regulatory framework, the RUC Collector has significant discretion around the process and approval of RUC retail providers. This highlights a conflict in which NZTA is both a retailer of RUC and has discretion around the regulation of other retailers.
	5) Provide a power to make regulations for RUC Customer Services Providers requirements	This would create clear rules for approving RUC retailers and set payment mechanisms so RUC retailers receive a fair return, including criteria for their approval, and prescribing the level of any fees payable to RUC Customer Services Providers by the RUC Collector
	6) Enable the RUC Collector to appoint the NZTA as a RUC Customer Services Provider	While the retail market is developing it will still be necessary for NZTA to sell RUC licences to users directly. The proposal aims to ensure that NZTA does not have any unfair competitive advantage over other providers.
	7) Broaden the scope for alternative payment schemes to be offered by a RUC Customer Services Provider	The current regulatory framework allows for alternative payment schemes, to enable market operators to provide cost-effective options to customers options to pay RUC (e.g. through post-payment plans). To date, none have been established, reflecting a lack of demand for options for heavy vehicle operators.  This proposal would remove this requirement, allowing for a broader range of low-cost alternative payment schemes to potentially operate.
Enabling more accurate and integrated road pricing in the future	8) Enable the RUC Collector to collect other land transport charges in conjunction with RUC	This will enable providers of alternative payment schemes to bundle together different land transport charges that are enabled through other legislation (e.g. time of use and tolling charges). It makes it easier for users and potentially paves the way towards more efficient pricing in future.



# Cabinet Economic Policy Committee

## Minute of Decision

*This document contains information for the New Zealand Cabinet. It must be treated in confidence and handled in accordance with any security classification, or other endorsement. The information can only be released, including under the Official Information Act 1982, by persons with the appropriate authority.*

### Road User Charges: Modernising the System in Preparation for the Fleetwide Transition

Portfolio                      Transport

On 23 July 2025, the Cabinet Economic Policy Committee (ECO):

- 1        **noted** that in June 2025, the Cabinet Expenditure and Regulatory Review Committee agreed to focus on improvements to modernise the road user charges (RUC) system, before transitioning the remaining fleet to RUC [EXP-25-MIN-0053];
- 2        **agreed** to amend the Road User Charges Act 2012 to modernise the RUC system, by:
  - 2.1       removing all requirements to display, carry or produce RUC licences;
  - 2.2       removing the requirement that electronic distance recorders must be provided by electronic system providers, thereby enabling a wider range of technological solutions such as in-built vehicle technology and apps on mobile devices;
  - 2.3       clarifying roles and functions, including by creating a separate role of RUC Customer Services Provider, that would enable the development of a competitive market for retailing RUC licences and supporting customers;
  - 2.4       enabling the RUC Collector to approve RUC Customer Services Providers as part of its regulatory role;
  - 2.5       providing a power to make regulations specifying the requirements for RUC Customer Services Providers, including criteria for their approval, and prescribing the level of any fees payable to RUC Customer Services Providers by the RUC Collector;
  - 2.6       enabling the RUC Collector to appoint the New Zealand Transport Agency (NZTA) as a RUC Customer Services Provider, on the same basis as other providers;
  - 2.7       broadening the scope for alternative payment schemes to be offered by a RUC Customer Services Provider, by removing the existing restriction of such schemes to vehicles with electronic distance recorders;
  - 2.8       enabling other land transport charges to be collected in conjunction with RUC;
- 3        **invited** the Minister of Transport (the Minister) to issue drafting instructions to the Parliamentary Counsel Office to give legislative effect to the above paragraphs, including any necessary consequential amendments, savings and transitional provisions;

- 4 **authorised** the Minister to make further policy decisions, consistent with the overall policy, required in the course of drafting the legislation, provided that any such decisions are confirmed when the Bill is considered for introduction;
- 5 s 9(2)(h)
- 6 **invited** the Minister to report back to ECO by June 2026 on the expected market response to the legislative changes, including how this can be supported through secondary legislation and the Code of Practice, and on any cost and funding implications;
- 7 **invited** the Minister to report back to ECO by June 2027 with an update on:
- 7.1 progress to implement regulatory and operational changes to modernise the RUC system;
  - 7.2 market development in response to these changes, including feedback received through market engagement;
  - 7.3 next steps to introduce the remaining fleet to RUC;
  - 7.4 recommendations on the compliance and enforcement approach to support fleetwide RUC.

Rachel Clarke  
Committee Secretary

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**Present:**

Hon David Seymour  
Hon Nicola Willis (Chair)  
Hon Chris Bishop  
Hon Simeon Brown  
Hon Brooke van Velden  
Hon Erica Stanford  
Hon Paul Goldsmith  
Hon Louise Upston  
Hon Mark Mitchell  
Hon Tama Potaka  
Hon Simon Watts  
Hon Andrew Hoggard  
Hon Nicola Grigg  
Hon James Meager  
Hon Scott Simpson  
Simon Court MP

**Officials present from:**

Office of the Prime Minister  
Office of Hon Chris Bishop  
Officials Committee for ECO



# Cabinet

## Minute of Decision

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### Report of the Cabinet Economic Policy Committee: Period Ended 25 July 2025

On 28 July 2025, Cabinet made the following decisions on the work of the Cabinet Economic Policy Committee for the period ended 25 July 2025:

ECO-25-MIN-0118     **Road User Charges: Modernising the System in Preparation for the Fleetwide Transition**     CONFIRMED  
Portfolio: Transport

Out of Scope

Rachel Hayward  
Secretary of the Cabinet