



**New Zealand House of Representatives**  
Te Whare Māngai o Aotearoa

## **Petitions Committee**

Komiti Whiriwhiri Take Petihana

54th Parliament

July 2026

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## **Petition of Philip Naniov: Reduce Road User Charges for EVs to \$35/1000km and waive administration charges**

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Presented to the House of Representatives  
by Greg O'Connor, Chairperson

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# Petition of Philip Naniov

## Recommendation

The Petitions Committee has considered the petition of Philip Naniov—Reduce Road User Charges for EVs to \$35/1000km and waive administration charges—and recommends that the House take note of its report.

## Request regarding Road User Charges for electric vehicles

This petition was signed by 4,215 people. It was presented to the House by Hon Dr Duncan Webb on 4 September 2024, and requests:

That the House of Representatives reduce the Road User Charges (RUC) for light Electric Vehicles (EVs) (less than 2000kg empty weight) to \$35 per 1000km, and waive the administration charges for purchasing RUC for these vehicles, with all changes taking effect (backdated if necessary) from 1st April 2024.

## Background

Road user charges (RUCs) are charges paid by road users to contribute towards operating, maintaining, and improving the land transport system. RUCs are collected from drivers of a range of vehicles that do not use petrol as their primary fuel, including those who drive light electric vehicles (EVs).<sup>1</sup> Drivers of petrol vehicles, including hybrid vehicles that cannot plug in to charge, do not pay RUCs. This is because these drivers currently pay fuel excise duty instead, which is charged as part of the cost of purchasing petrol.

In January 2024, the Government announced that light EV and plug-in hybrid vehicle owners would no longer be exempt from paying RUCs.<sup>2</sup> An exemption had been in place since 2009, which was intended to encourage the uptake of EVs and was meant to end once EVs comprised approximately 2 percent of New Zealand's light vehicle fleet.<sup>3</sup> Eventually, the Government intends that all motorists will pay RUCs instead of fuel excise duty.<sup>4</sup>

RUCs are charged based on the distance a vehicle travels on public roads. The light vehicle RUC rate is \$76 per 1,000 kilometres. There is an additional administrative fee of \$12.44 per transaction made online, or \$13.71 for transactions made in-person at an agent.

<sup>1</sup> More information about which drivers are subject to, and exempt from, paying RUCs is available on the [New Zealand Transport Agency | Waka Kotahi website](#).

<sup>2</sup> Minister of Transport, [Electric vehicles to pay road user charges](#), January 2024.

<sup>3</sup> More information about the history of the RUC system is available on the [New Zealand Transport Agency | Waka Kotahi website](#).

<sup>4</sup> Minister of Transport, [Next steps on replacing petrol tax with electronic road user charges](#), August 2025.

## Comments from the petitioner

The petitioner, Mr Naniov, asserts that current road user charges are unfair to light electric vehicle drivers compared to petrol vehicle drivers. He also states that the charges discourage further uptake of EVs.

Mr Naniov suggests that the rate for light EVs should be aligned with the equivalent cost of fuel excise duty paid by drivers of the most fuel efficient, commonly used, petrol vehicles. According to the petitioner, the driver of a petrol vehicle with a fuel economy rate of 5.8 litres per 100 kilometres would incur an equivalent cost of \$40.61 per 1,000 kilometres.

Mr Naniov says that the cost to such a driver would be 1.87 times lower than what the driver of a similar EV would have to pay in RUCs, before the administration fees. Unlike EV drivers, petrol vehicle drivers do not pay administration fees at all.

Mr Naniov suggests that the RUC rate for light EVs should be \$35 per 1,000 kilometres.

## Comments from the Ministry of Transport

We sought a submission from the Ministry of Transport | Te Manatū Waka. The New Zealand Transport Agency | Waka Kotahi (NZTA) contributed to the ministry's submission. The ministry pointed out that the petitioner's concerns about the cost of RUCs for EVs were also raised by approximately 60 percent of submitters on the Road User Charges (Light Electric RUC Vehicles) Amendment Bill when the bill was being considered by the Transport and Infrastructure Committee.<sup>5</sup> The ministry said this matter has been considered by relevant agencies at length.

The ministry said that RUCs are designed to recover road infrastructure costs proportionate to the costs that a vehicle generates, as per section 3 of the Road User Charges Act 2012. RUC rates are set based on the Cost Allocation Model, which uses engineering data to recommend how costs should be fairly distributed across vehicle types. The ministry said that almost all of the weight-based road wear costs are paid for by RUCs charged to drivers of heavy vehicles, and that RUCs paid by drivers of light vehicles mostly recover shared costs such as public transport infrastructure, costs for building new roads, and installation of road signs.

The ministry told us that if RUC rates were reduced for drivers of light EVs, the lost revenue would need to be made up elsewhere. It said this could happen by increasing charges to other motorists, delaying or cancelling planned investments, or using general taxation. The ministry estimated that the petitioner's proposal would result in approximately \$380–540 million of lost revenue.

The ministry believes that RUCs are not a major barrier to EV uptake. Recent surveys suggest that the lower operating costs of EVs is still the main reason for drivers purchasing EVs.<sup>6</sup> The ministry told us that common concerns about EV ownership typically relate to upfront costs, battery lifespan and replacement, driving range, and access to public

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<sup>5</sup> The departmental report provided to the Transport and Infrastructure Committee on the Road User Charges (Light Electric RUC Vehicles) Amendment Bill is available on the [Parliament website](#).

<sup>6</sup> Energy Efficiency & Conservation Authority, *New Zealand EV charging research*, October 2025.

chargers. The ministry considers that addressing these issues, particularly upfront cost and charging infrastructure, is likely to improve EV uptake more than reducing RUCs would.

### **Petitioner's request to waive administration charges**

The ministry said that the administrative fee recovers the cost of processing RUCs and funds the RUC operating system. We heard that about \$30 million is spent every year to collect RUCs.

We understand that the administrative fee is charged per transaction, regardless of how many RUC units are purchased. The ministry acknowledged that this may disproportionately affect low-income motorists. This is because these drivers may purchase RUCs in smaller increments each time. The ministry pointed out that the Transport and Infrastructure Committee commented on the efficiency of the RUC system in its report on the Road User Charges (Light Electric RUC Vehicles) Amendment Bill.<sup>7</sup> The committee encouraged NZTA to look at how to reduce the cost of RUC licences, as New Zealand transitions to a system where all vehicles pay RUC.

### **Our response to the petition**

We thank the petitioner for bringing this petition to Parliament, and we acknowledge his advocacy on behalf of light EV owners.

As discussed earlier in our report, the matter of unfair distribution of costs for drivers of different types of vehicles was thoroughly canvassed during the Transport and Infrastructure Committee's consideration of the Road User Charges (Light Electric RUC Vehicles) Amendment Bill in 2024. The committee concluded that the way to address the underpayment by owners of some petrol vehicles is to move as quickly as possible to a system where all vehicles pay RUC based on distance travelled and vehicle weight. We support that committee's conclusion.

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<sup>7</sup> The Transport and Infrastructure Committee's report on the Road User Charges (Light Electric RUC Vehicles) Amendment Bill is available on the [Parliament website](#).

## **Appendix**

### **Committee procedure**

The petition was signed by 4,215 people on the Parliament website. It was presented to the House by Hon Dr Duncan Webb on 4 September 2024 and referred to us that day. We met between 27 March 2025 and 23 July 2026 to consider it. We received written submissions from the petitioner and the Ministry of Transport.

### **Committee members**

Greg O'Connor (Chairperson)  
Hon Andrew Bayly (from 1 July 2026)  
Kahurangi Carter (until 11 February 2026)  
Greg Fleming  
Paulo Garcia (until 1 July 2026)  
Celia Wade-Brown (from 11 February 2026)

### **Related resources**

The documents we received as evidence in relation to this petition are available on [the Parliament website](#).