

From: Out of Scope
Sent: Monday, 14 March 2022 10:23 AM
To: Out of Scope @nzta.govt.nz>
Cc: Out of Scope @nzta.govt.nz>
Subject: RE: Cabinet paper feedback

Great thanks

I have also added that we would need fuel companies to pass on the FED part.

Ngā Mihi

Out of Scope
Snr Mgr OPPP, Investment and Finance.

Out of Scope

From: Out of Scope @nzta.govt.nz>
Sent: Monday, 14 March 2022 10:10 AM
To: Out of Scope @nzta.govt.nz>
Cc: Out of Scope @nzta.govt.nz>
Subject: Cabinet paper feedback

Kia ora Out of Scope

Items that Out of Scope and I have considered and relayed to Section 9(2)(a)

- Waka Kotahi would be able to manage surrendered RUC licences within existing processes
- Additional resource would be required once we know which option is promoted and price differential
- Interim reduced rates may change behaviour that would impact the NLTF i.e. increased distance (km) purchasing to take advantage of reduced rates

- To work with MoT on FAQ's around surrendered RUC Licences

Ngā mihi, Out of Scope

Out of Scope

**Senior Manager, Financial Operations/Kaiwhakahaere Putea
Investment and Finance, Corporate Support**

Email: Out of Scope [@nzta.govt.nz](mailto:Out of Scope@nzta.govt.nz)

Phone: Out of Scope

Mobile: Out of Scope

Waka Kotahi NZ Transport Agency

Chews Lane Office, 50 Victoria Street

Private Bag 6995, Wellington 6141, New Zealand

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From: Out of Scope

Sent: Monday, 14 March 2022 10:24 AM

To: Section 9(2)(a) transport.govt.nz>, Section 9(2)(a) @transport.govt.nz>

Subject: FW: Cabinet paper feedback

A few further dot points on FED / RUC based on some details from Out of Scope and Out of Scope (note these have gone to Out of Scope / Out of Scope)

- Waka Kotahi would be able to manage surrendered RUC licences within existing processes (this is where people have purchased RUC at the higher rate)
- Additional resource would be required once we know which option is promoted and the price differential
- Interim reduced rates may change behaviour that would impact the NLTF i.e. increased distance (km) purchasing to take advantage of reduced rates causing a revenue lag well beyond the three months
- To work with MoT on FAQ's around surrendered RUC Licences if this proceeds
- Need to make sure that Fuel companies pass on the FED reduction

Ngā Mihi

Out of Scope

Snr Mgr OPPP, Investment and Finance.

Out of Scope

From: Out of Scope @nzta.govt.nz>

Sent: Monday, 14 March 2022 10:10 AM

To: Out of Scope @nzta.govt.nz>

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Subject: Cabinet paper feedback

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Ngā mihi, Out of Scope

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**Senior Manager, Financial Operations/Kaiwhakahaere Putea
Investment and Finance, Corporate Support**

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Private Bag 6995, Wellington 6141, New Zealand

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From: Out of Scope [redacted]@nzta.govt.nz>
Sent: Monday, 14 March 2022 10:27 AM
To: Out of Scope [redacted]@nzta.govt.nz>; Out of Scope [redacted]@nzta.govt.nz>
Cc: Out of Scope [redacted]@nzta.govt.nz>; Out of Scope [redacted]@nzta.govt.nz>;
Out of Scope [redacted]@nzta.govt.nz>
Subject: RE: Cabinet paper feedback

Thanks all

A few further dot points on FED / RUC based on some details from [redacted] and [redacted]

- Waka Kotahi would be able to manage surrendered RUC licences within existing processes (this is where people have purchased RUC at the higher rate)
- Additional resource would be required once we know which option is promoted and the price differential
- Interim reduced rates may change behaviour that would impact the NLTF i.e. increased distance (km) purchasing to take advantage of reduced rates causing a revenue lag well beyond the three months
- To work with MoT on FAQ's around surrendered RUC Licences if this proceeds
- Need to make sure that Fuel companies pass on the FED reduction

Ngā Mihi

Out of Scope [redacted]

Snr Mgr OPPP, Investment and Finance.

Out of Scope [redacted]

From: Out of Scope [redacted]@nzta.govt.nz>
Sent: Monday, 14 March 2022 10:10 AM

To: Out of Scope @nzta.govt.nz>
Cc: Out of Scope @nzta.govt.nz>
Subject: Cabinet paper feedback

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Ngā mihi, Out of Scope

Out of Scope

**Senior Manager, Financial Operations/Kaiwhakahaere Putea
Investment and Finance, Corporate Support**

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Private Bag 6995, Wellington 6141, New Zealand

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From: Out of Scope [redacted]@nzta.govt.nz>
Sent: Sunday, 13 March 2022 4:37 PM
To: Out of Scope [redacted]@nzta.govt.nz>
Subject: Re: Cabinet paper: Urgent

Thanks Out of Scope [redacted]

And yes i spoke to [redacted] about the importance of that.

Out of Scope [redacted]

Cheers

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From: Out of Scope [redacted]@nzta.govt.nz>
Sent: Sunday, March 13, 2022 3:30 PM
To: Out of Scope [redacted]@nzta.govt.nz>
Subject: RE: Cabinet paper: Urgent

Out of Scope [redacted]

On your first point, you assume we'd have NLTF support across [redacted] for any FED/RUC reduction? That'll be interesting to see but our main argument for will be GPS deliverability and long term importance of delivering those benefits from a climate change perspective, and rising costs (escalation, bitumen escalation, raw materials) etc Given the increases in fuel costs we have seen, any roll back of tax increases may just be a drop in the ocean, and I would be very surprised if demand doesn't drop to an extent. I'm wondering if [redacted] has some data on the 2008 oil peak and that impact?

I've hurried up [redacted] to have a look at his emails.

Out of Scope [redacted]

From: Out of Scope [redacted] <[redacted]@nzta.govt.nz>

Sent: 13 March 2022 14:53

To: Out of Scope [redacted] <[redacted]@nzta.govt.nz>; Out of Scope [redacted] <[redacted]@nzta.govt.nz>; Out of Scope [redacted] <[redacted]@nzta.govt.nz>; Out of Scope [redacted] <[redacted]@nzta.govt.nz>; Out of Scope [redacted] <[redacted]@nzta.govt.nz>; Out of Scope [redacted] <[redacted]@nzta.govt.nz>

Cc: Out of Scope [redacted] <[redacted]@nzta.govt.nz>; Section 9(2)(a) [redacted] <[redacted]@transport.govt.nz>; Section 9(2)(a) [redacted] <[redacted]@transport.govt.nz>; Out of Scope [redacted] <[redacted]@nzta.govt.nz>; Out of Scope [redacted] <[redacted]@nzta.govt.nz>

Subject: Cabinet paper: Urgent

Kia Ora Koutou

Section 9(2)(a) [redacted] has contacted me there is an urgent cabinet paper around [redacted] and also FED / RUC due to the Minister at 11am tomorrow [redacted] Section 9(2)(g)(i) [redacted]

In particular roughly how much would reversal of the RUC / FED increases that occurred through 2018/21 cost (which I recall is around \$170m per annum (Out of Scope [redacted] – assuming normal volumes) and Out of Scope [redacted])

There are a few points I will make here since I may be offline a bit on Monday

- We will obviously need to be compensated for the FED/RUC losses and be very clear how long any drop would occur to (if it occurs) obviously the future revenue path would need to know, and what would make the crown make or reverse such a decision (noting the GST on the additional fuel cost would be much higher than the FED/RUC drop).

Out of Scope [redacted]

The [redacted] Section 9(2)(a) [redacted] are on this email and they may contact people for urgent responses – they are in a difficult position with such as short turnaround time.

All of this is confidential so please only involve those who have to be involved.

Thanks

Ngā Mihi

Out of Scope [redacted]

Snr Mgr OPPP, Investment and Finance.

Out of Scope

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From: Out of Scope

Sent: Monday, 14 March 2022 11:17 AM

To: Section 9(2)(a) @transport.govt.nz>; Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>

Cc: Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Out of Scope @nzta.govt.nz>

Subject: RE: Cabinet paper: Urgent

Kia ora some minor suggestions. Numbers are right ...

Rounding, fuel company passes on savings and diff in saving between gst and non-gst registered person.

Ngā Mihi

Out of Scope

Snr Mgr OPPP, Investment and Finance.

Out of Scope

From: Section 9(2)(a) @transport.govt.nz>

Sent: Monday, 14 March 2022 10:55 AM

To: Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>

Cc: Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Out of Scope @nzta.govt.nz>

Subject: RE: Cabinet paper: Urgent

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Hi there all

Below are the numbers in the paper. Could you please let me know if I have anything wrong

Cheers Section 9(2)(a)

Options	Level reduction (cents per litre)	Temporary rate of petrol excise duty (currently 70.024 cents per litre)	Crown cost	Savings to road users / households / businesses	
			Reduced revenue to the National Land Transport Fund over 3 months	Potential savings on petrol excise duty on 40 litres	Potential savings on petrol excise duty on 60 litres
Option one	10.5	59.524	\$148 million	\$4.83	\$7.25
Option two	15	55.024	\$211 million	\$6.90	\$10.35
Option three	20	50.024	\$281 million	\$9.20	\$13.80
Option four	25	45.024	\$352 million	\$11.50	\$17.25

From: Out of Scope @nzta.govt.nz>

Sent: Monday, 14 March 2022 9:56 AM

To: Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>

Cc: Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Out of Scope @nzta.govt.nz>

Subject: RE: Cabinet paper: Urgent

We will do likewise with RUC changes (via Out of Scope), noting the issue that temp nature of the drop is going to create some odd behaviour, i.e. big operators will purchase up while RUC is lower...meaning a "lag" hit to the NLTF after the Rate goes back up.

Perhaps the Revenue floor to us is the way to go to make it easier to plan and deliver....

Ngā Mihi

Out of Scope

Snr Mgr OPPP, Investment and Finance.

Out of Scope

From: Out of Scope <[redacted]@nzta.govt.nz>

Sent: Monday, 14 March 2022 9:41 AM

To: Out of Scope <[redacted]@nzta.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>

Cc: Out of Scope <[redacted]@nzta.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>

Subject: RE: Cabinet paper: Urgent

Hi All

I've just been on the phone with [redacted]. S\he's asked me for 4-5 bullet points about the 'big issues' for the Min meeting this morning. I'll copy you all in once I send them.

Cheers, [redacted]

Out of Scope

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From: Out of Scope <[redacted]@nzta.govt.nz>
Sent: Sunday, 13 March 2022 2:53 pm
To: Out of Scope <[redacted]@nzta.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>
Cc: Out of Scope <[redacted]@nzta.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>; [redacted] <[redacted]@transport.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>
Subject: Cabinet paper: Urgent

Kia Ora Koutou

Section 9(2)(a) has contacted me there is an urgent cabinet paper around 11am tomorrow [redacted] and also FED / RUC due to the Minister at [redacted]

In particular roughly how much would reversal of the RUC / FED increases that occurred through 2018/21 cost (which I recall is around \$170m per annum [redacted] – assuming normal volumes) and [redacted]

There are a few points I will make here since I may be offline a bit on Monday

- We will obviously need to be compensated for the FED/RUC losses and be very clear how long any drop would occur to (if it occurs) obviously the future revenue path would need to know, and what would make the crown make or reverse such a decision (noting the GST on the additional fuel cost would be much higher that the FED/RUC drop).

- Out of Scope

The [redacted] are on this email and they may contact people for urgent responses – they are in a difficult position with such as short turnaround time.

All of this is confidential so please only involve those who have to be involved.

Thanks

Ngā Mihi

Out of Scope

Snr Mgr OPPP, Investment and Finance.

Out of Scope

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From: Out of Scope
Sent: Monday, 14 March 2022 10:08 AM
To: Out of Scope
Cc: Out of Scope
Subject: Bullet point on PED-RUC and Out of Scope

Hi Out of Scope

As discussed on phone, here are some bullet points summarising some of the main issues. The obvious one is the knock-on consequences, for the NLTF, of any reduction in revenue, which is the primary focus of the MoT draft Cab paper.

The Cab paper was requested yesterday afternoon for 11am this morning - Section 9(2)(g)(i)

Some more general over-arching issues (as discussed) re the complexity:

Reducing Petrol excise duty (PED) and road user charges (RUC):

- Petrol: taxes make up about 50% of price/litre (PED, ETS, GST and Reg Fuel Tax in Auck). PED is approx. 70c/L.
- Cost at the pump is determined by fuel companies and the prices-setting process is obscure. It's unclear whether PED reductions would translate into equivalent cents/L price reductions across the country
- Diesel prices have also rocketed. Diesel vehicles pay RUC, which is distance based and purchased in advance (in 1000km units). Removing PED might drop petrol prices but would have no impact on diesel prices -

Section 9(2)(g)(i)

Out of Scope

Happy to discuss any of this. I'll join the Min meeting as will Out of Scope (PT Manager).

Cheers, Out of Scope

Out of Scope
National Manager, Policy and System Planning
Transport Services

Email: Out of Scope @nzta.govt.nz
Phone: Out of Scope

Mobile: **Out of Scope**
Auckland, Level 5, AON Centre, 29 Customs Street West
Waka Kotahi NZ Transport Agency

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From: [Out of Scope] @nzta.govt.nz>
Sent: Monday, 14 March 2022 9:21 AM
To: [Out of Scope] @nzta.govt.nz>
Cc: [Out of Scope] @nzta.govt.nz>; [Out of Scope] @nzta.govt.nz>
Subject: RE: [Out of Scope] FED/RUC

I suggest you need [Out of Scope] there for the money stuff and [Out of Scope] for the practicalities of [Out of Scope]
[Out of Scope] and [Out of Scope] - agree?

Cheers, [Out of Scope]

From: [Out of Scope] @nzta.govt.nz>
Sent: Monday, 14 March 2022 9:12 am
To: [Out of Scope] @nzta.govt.nz>; [Out of Scope] @nzta.govt.nz>
Cc: [Out of Scope] @nzta.govt.nz>; [Out of Scope] @nzta.govt.nz>;
[Out of Scope] @nzta.govt.nz>
Subject: Re: [Out of Scope] FED/RUC

Also [Out of Scope] can you please forward paper to me and [Out of Scope]

From: [Out of Scope] @nzta.govt.nz>
Sent: Monday, March 14, 2022 9:04:17 AM
To: [Out of Scope] @nzta.govt.nz>; [Out of Scope] @nzta.govt.nz>
Cc: [Out of Scope] bbs@nzta.govt.nz>; [Out of Scope] @nzta.govt.nz>;
[Out of Scope] @nzta.govt.nz>
Subject: [Out of Scope] FED/RUC

Morena

We received a request yesterday PM to assist with a cabinet paper due at 11am today

The paper proposed decreases in the FED and RUC rates for a three month period together with [redacted] Out of Scope

The proposal would keep us / AO's whole but result in savings for consumers.

There is a lot of complexity here. Including can the systems make the change (RUC [redacted] Out of Scope).

Various people are involved from the [redacted] Out of Scope, [redacted] Out of Scope on the Revenue implications and [redacted] Out of Scope (and Reg) on the implication around a decrease in RUC (which is much more difficult than FED).

It is likely to come up at joint meeting this morning.

Regards

Ngā Mihi

[redacted] Out of Scope

Snr Mgr OPPP, Investment and Finance.

[redacted] Out of Scope

From [Out of Scope]

Sent: Monday, 14 March 2022 9:29 AM

To: [Out of Scope] <[\[Out of Scope\]@nzta.govt.nz](mailto:[Out of Scope]@nzta.govt.nz)>; [Out of Scope] <[\[Out of Scope\]@nzta.govt.nz](mailto:[Out of Scope]@nzta.govt.nz)>

Cc: [Out of Scope] <[\[Out of Scope\]@nzta.govt.nz](mailto:[Out of Scope]@nzta.govt.nz)>; [Out of Scope] <[\[Out of Scope\]@nzta.govt.nz](mailto:[Out of Scope]@nzta.govt.nz)>;

[Out of Scope] <[\[Out of Scope\]@nzta.govt.nz](mailto:[Out of Scope]@nzta.govt.nz)>

Subject: FW: Urgent short Cabinet paper needed for tomorrow

Hi,

The paper pre our comments,

Which are around practicality of making the changes for [Out of Scope] and RUC, the issues with making them Short Term, i.e. strange behaviour if everything thinks there is a price rise coming (or discount coming).

Ngā Mihi

Out of Scope

Snr Mgr OPPP, Investment and Finance.

Out of Scope

From: Section 9(2)(a) @transport.govt.nz>

Sent: Monday, 14 March 2022 6:36 AM

To: Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>; Out of Scope

@nzta.govt.nz>; Section 9(2)(a) @transport.govt.nz>

Cc: Out of Scope @nzta.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Section 9(2)(a)

@transport.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Out of Scope

@nzta.govt.nz>

Subject: RE: Urgent short Cabinet paper needed for tomorrow

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Please find the updated paper, I have tried streamline some components (namely coming into force date and what to do about pre purchased RUC).

Kind regard Section 9(2)(a)

From: Out of Scope @nzta.govt.nz>

Sent: Sunday, 13 March 2022 11:42 PM

To: Out of Scope @nzta.govt.nz>; Section 9(2)(a) @transport.govt.nz>;

Out of Scope @nzta.govt.nz>; Section 9(2)(a) @transport.govt.nz>

Cc: Out of Scope @nzta.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Section 9(2)(a)

@transport.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Out of Scope

@nzta.govt.nz>

Subject: Re: Urgent short Cabinet paper needed for tomorrow

Hi all

Out of Scope that made

Me

Think that a 3 month reduced ruc

Rate is likely to have a higher

Impact if a big increase is forecast - so unlike fed (or more

Impactful than fed) the impact of lower ruc will have the effect

Of

Depressing Revenue in the immediate months that follow -

By how much is hard to say - but for heavy ruc it would

Likely be material

Out of Scope

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From: [Out of Scope] @nzta.govt.nz>
Sent: Monday, 14 March 2022 9:17 AM
To: [Out of Scope] @nzta.govt.nz>
Cc: [Out of Scope] @nzta.govt.nz>
Subject: RE: Urgent short Cabinet paper needed for tomorrow

Hi [Out of Scope]

Yes, I agree with you. This depend largely on behaviour as people will be able to pre-purchase RUC at a "discounted" price for future use. People will tend to take advantage of the 3 month window to pre-purchase at a lower price. Is my understanding correct?

Thanks

Regards,

[Out of Scope]

From: [Out of Scope] @nzta.govt.nz>
Sent: Sunday, 13 March 2022 11:42 PM
To: [Out of Scope] @nzta.govt.nz>; [Section 9(2)(a)] @transport.govt.nz>;
[Out of Scope] @nzta.govt.nz>; [Section 9(2)(a)] @transport.govt.nz>
Cc: [Out of Scope] @nzta.govt.nz>; [Section 9(2)(a)] @transport.govt.nz>; [Section 9(2)(a)] @transport.govt.nz>; [Section 9(2)(a)] @transport.govt.nz>; [Section 9(2)(a)] @transport.govt.nz>; [Section 9(2)(a)] @transport.govt.nz>
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From: Out of Scope <[redacted]@nzta.govt.nz>
Sent: Sunday, March 13, 2022 10:29:32 PM
To: Section 9(2)(a) <[redacted]@transport.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>;
[redacted] <[redacted]@nzta.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>
Cc: Out of Scope <[redacted]@nzta.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>;
[redacted] <[redacted]@transport.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>;
[redacted] <[redacted]@nzta.govt.nz>
Subject: Re: Urgent short Cabinet paper needed for tomorrow

Hi,

In addition to my earlier email.

The linear relationship only exist for PED i.e. for every 5 cents per L reduction corresponding revenue reduction is \$146m for a year or \$36m for 3 months.

We dont have that linear relationship for light RUC (current ave rate of \$66 per 1000km) or heavy RUC (\$275 per 1000km) which are calculated based on equivalent % reduction in PED rate.

Hope this helps.

Regards

Out of Scope

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From: Out of Scope <[redacted]@nzta.govt.nz>
Sent: Sunday, March 13, 2022 9:18:07 PM
To: Section 9(2)(a) <[redacted]@transport.govt.nz>; Out of Scope <[redacted]@nzta.govt.nz>;
[redacted] <[redacted]@nzta.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>
Cc: Out of Scope <[redacted]@nzta.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>;
[redacted] <[redacted]@transport.govt.nz>; Section 9(2)(a) <[redacted]@transport.govt.nz>;
[redacted] <[redacted]@nzta.govt.nz>
Subject: RE: Urgent short Cabinet paper needed for tomorrow

Hi,

Not sure about the question on "column 4 below (reduced revenue to the NLTF) don't just increase linearly"?

If you look at the movement in rate (column 3 below), it is consistent with movement in revenue (column 5).

To illustrate, the movement from 70.024 cents to 45.024 cents is 35.7% reduction. The movement in 3 months revenue from \$986.99m to \$634.62m is also 35.7% reduction.

	Rate (c/L)	Movement from Current	3 Months Revenue	Movement from Current
Current	\$ 0.70024		\$ 986.99	
Scenario 1	\$ 0.59524	-15.0%	\$ 838.99	-15.0%
Scenario 2	\$ 0.55024	-21.4%	\$ 775.57	-21.4%
Scenario 3	\$ 0.50024	-28.6%	\$ 705.09	-28.6%
Scenario 4	\$ 0.45024	-35.7%	\$ 634.62	-35.7%

Hope this helps.

Regards,

Out of Scope

From: Section 9(2)(a) @transport.govt.nz>

Sent: Sunday, 13 March 2022 8:57 PM

To: Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>; Out of Scope

@nzta.govt.nz>; Section 9(2)(a) @transport.govt.nz>

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@transport.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Out of Scope

@nzta.govt.nz>

Subject: RE: Urgent short Cabinet paper needed for tomorrow

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Hi thee

The miniser's office has asked:

is there a simple explanation for why the figures in column 4 below (reduced revenue to the NLTF) don't just increase linearly?

Able to shed any light on this?

Cheers, Section 9(2)(a)

From: Out of Scope @nzta.govt.nz>

Sent: Sunday, 13 March 2022 7:56 PM

To: Section 9(2)(a) @transport.govt.nz>; Out of Scope @nzta.govt.nz>;

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@transport.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Out of Scope

@nzta.govt.nz>

Subject: RE: Urgent short Cabinet paper needed for tomorrow

Hi

I have done a rough check as well as it was there or thereabouts.

Please check the savings for 40 and 60 litres, not sure you have included GST on top of the savings?

Ngā Mihi

Out of Scope

Snr Mgr OPPP, Investment and Finance.

Out of Scope

From: Section 9(2)(a) @transport.govt.nz>

Sent: Sunday, 13 March 2022 7:38 PM

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Subject: RE: Urgent short Cabinet paper needed for tomorrow

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Thank you so much for doing this for us Out of Scope. It's most appreciated.

I must say, we weren't far off!

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Sent: Sunday, 13 March 2022 7:35 PM

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@nzta.govt.nz>

Subject: RE: Urgent short Cabinet paper needed for tomorrow

Hi,

Attached is the reduction in revenue to NLTF for 3 months from PED and RUC.
We used the most recent MBU run for 2021/22 from MoT.

Let me know if you have questions.

Thanks

Regards,

Out of Scope

YE June	2022				
Medium volume scenario					
Key volumes: Level					
Light RUC net (million km)	11,851				
Heavy RUC net (million km)	4,057				
Petrol (million litres)	2,915				
Revenues: Level (\$m ex GST)					
Light RUC net	\$ 790.8				
Heavy RUC net	\$ 1,115.7				
Petrol	\$ 2,041.4				
Rate					
Light RUC (\$/1000km)	\$ 66.73				
Heavy RUC (\$/1000km)	\$ 275.00				
Petrol (cents/L)	\$ 0.70024				
Scenarios	PED Level Reduction (c/L)	RUC-equivalent Reduction			
Scenario 1	\$ 0.10500	-15.0%			
Scenario 2	\$ 0.15000	-21.4%			
Scenario 3	\$ 0.20000	-28.6%			
Scenario 4	\$ 0.25000	-35.7%			
Petrol	Rate (c/L)	Volume (million L)	\$m		
Current	\$ 0.70024	2,915	\$ 2,041.4		
Scenario 1	\$ 0.59524	2,915	\$ 1,735.3		
Scenario 2	\$ 0.55024	2,915	\$ 1,604.1		
Scenario 3	\$ 0.50024	2,915	\$ 1,458.3		
Scenario 4	\$ 0.45024	2,915	\$ 1,312.6		
Light RUC	Light RUC (\$/1000km)	Volume (million km)	\$m		
Current	\$ 66.73	11,851	\$ 790.8		
Scenario 1	\$ 56.73	11,851	\$ 672.3		
Scenario 2	\$ 52.44	11,851	\$ 621.4		
Scenario 3	\$ 47.67	11,851	\$ 565.0		
Scenario 4	\$ 42.91	11,851	\$ 508.5		
Heavy RUC	Heavy RUC (\$/1000km)	Volume (million L)	\$m		
Current	\$ 275.00	4,057	\$ 1,115.7		
Scenario 1	\$ 233.77	4,057	\$ 948.4		
Scenario 2	\$ 216.09	4,057	\$ 876.7		
Scenario 3	\$ 196.46	4,057	\$ 797.1		
Scenario 4	\$ 176.82	4,057	\$ 717.4		
Total			2021/22. Full	3 Months	Reduced Revenue to the

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Sent: Sunday, 13 March 2022 5:24 PM
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Cc: Out of Scope <[REDACTED]@nzta.govt.nz>; Section 9(2)(a) <[REDACTED]@transport.govt.nz>; Section 9(2)(a) <[REDACTED]@transport.govt.nz>; Section 9(2)(a) <[REDACTED]@transport.govt.nz>
Subject: RE: Urgent short Cabinet paper needed for tomorrow

Hi [REDACTED]

Could you look at the below please and provide some feedback to the group

Thanks

[REDACTED]

From: Section 9(2)(a) <[REDACTED]@transport.govt.nz>
Sent: 13 March 2022 17:10
To: Section 9(2)(a) <[REDACTED]@transport.govt.nz>; Out of Scope <[REDACTED]@nzta.govt.nz>
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Subject: RE: Urgent short Cabinet paper needed for tomorrow

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Hi there

Could we please get Waka Kotahi to test these numbers on impact to the NLTF... for 3 months reduction.

Cheers, [REDACTED]

Level reduction (cents per litre)	Rate of petrol excise duty (currently 70.024 cents per litre), million	Reduced revenue to the National Land Transport Fund (from road user charges and petrol excise), million	Savings in petrol excise duty on 40 litres	Savings in petrol excise duty on 60 litres
10.5	59.524	150	\$4	\$6
15	55.024	225	\$6	\$9
20	50.024	300	\$8	\$12
25	45.024	375	\$10	\$15

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Subject: Re: Urgent short Cabinet paper needed for tomorrow

Ok

Sent by mobile

From: Out of Scope @nzta.govt.nz>
Sent: Sunday, March 13, 2022 4:46:08 PM
To: Section 9(2)(a) @transport.govt.nz>
Cc: Out of Scope @nzta.govt.nz>; Out of Scope @nzta.govt.nz>
Subject: Re: Urgent short Cabinet paper needed for tomorrow

Thanks Section 9(2)(a), can you please include Out of Scope and Out of Scope in correspondence as well.

Thanks

Get [Outlook for iOS](#)

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To: Section 9(2)(a) @transport.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Out of Scope @nzta.govt.nz>; Section 9(2)(a) @treasury.govt.nz>; Section 9(2)(a) @treasury.govt.nz>
Cc: Section 9(2)(a) @parliament.govt.nz>; Section 9(2)(a) @transport.govt.nz>; Section 9(2)(a) @transport.govt.nz>
Subject: Urgent short Cabinet paper needed for tomorrow

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Out of Scope . Thought it might be useful to get a little bit of structure down so everyone's clear on what's needed and who's doing what.

First off Section 9(2)(a) holding the pen on the Cab paper, with the intention of getting a first draft out by 8pm tonight. I think rather than going through multiple iterations, its sensible to respect what's left of peoples Sundays, so what I'd say is comments back to Section 9(2)(a) by 8am tomorrow morning – we'll also arrange a meeting at 8.30am to go over any comments and agree recs etc. FYI - the paper needs to be with the Minister by 11am tomorrow and we obviously may need to change/ tweak things post the 8.30 meeting and run a final version past everyone – with that in mind, can people please ensure they're available tomorrow morning to run any final draft past etc.

Out of Scope .

Out of Scope

Out of Scope you'll be interested in both the FED/ RUC reductions and **Out of Scope**, so do you want any questions fed via you – or let us know if we should include others etc

Section 9(2)(a) fyi, re the draft paper and the intention around an 8pm release of the draft. Thanks for the offer of help around the recc's, will leave it with **Section 9(2)(a)** and co to come back to you on this

Section 9(2)(a) sound OK?

If I've missed anything or something not clear, sing out. **Out of Scope**

Cheers

Section 9(2)(a)

MINISTRY OF TRANSPORT

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Auckland | 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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