

Proposal 7:

Changes to charges for commercial users and councils that access Waka Kotahi data

NOTE: This is a summary of Proposal 7. To read the full proposal in the consultation document, go to our website www.nzta.govt.nz/funding-and-fees

Who this affects

Approved commercial data users, companies who want to connect to our data systems, councils and council-controlled organisations that access Waka Kotahi secure data for vehicle and driver information held on the Motor Vehicle Register (MVR) and Driver Licence Register (DLR).

What we're proposing

- The introduction of a set charge for MVR data users
- Establishing a way to recover costs from businesses who want to connect to our data systems in the future
- Replacing some fees with a fixed charge
- Clarifying the regulations so Waka Kotahi can charge councils and council-controlled organisations using the MVR for parking enforcement and related safety infringements (e.g. expired WoF, lapsed rego). Waka Kotahi has no other way to recover the costs of providing data to councils and council-controlled organisations.

No changes are proposed for central government agencies and the wider State sector (or entities acting on their behalf) using data for law enforcement purposes, like NZ Fish and Game councils and SPCA around the country.

We're not proposing any changes to our connections enabling open data, or to data privacy standards.

Why we're proposing these changes

The current range of fees for data access were set before 2008. We haven't changed fees to cover the costs of meeting increased requirements for IT security standards and privacy, or the need to scale the system to keep pace with demand. Our data systems aren't currently able to provide the level of service users expect, nor can we currently pay for system improvements to keep pace with changing technology. As a result, we're experiencing an increasing number of complaints.

We're proposing to charge councils and their entities, as well as private parking companies that access our data to issue parking enforcement and related safety infringements. While these activities do contribute to the regulatory system and to overall safety, both councils and private parking companies get a substantial financial benefit from the fines they issue, and a small charge for this benefit is considered appropriate.

It also costs us money to connect new users to our data systems. We need to establish ways to recover the costs from each business that wants to access our data.

How we'd collect charges

- MVR data users - through a charge per request
- DLR data users - through a charge per request

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Proposed set charge for MVR data users group (GST inclusive)

Group	Forecasted Annual Volumes	Current fee	Proposed fee	Change %	Estimated fee if Proposal 1 unsuccessful	Change %
MVR data users' group charge (per access) - setting a charge for MVR data users where previously some of these services were free or had a charge. Note this now includes councils not currently charged (NC)	68,999,827	NC - \$11.25	\$0.18	n/a	\$0.21	n/a

Proposed set charge for DLR data users group (GST inclusive)

Group	Forecasted Annual Volumes	Current fee	Proposed fee	Change %	Estimated fee if Proposal 1 unsuccessful	Change %
DLR data users charge (per access)	7,027,265	\$0.14	\$0.14	n/a	\$0.16	n/a