

WELLINGTON, NEW ZEALAND

PURSUANT to sections 152 and 155(a) and (b) of the Land Transport Act 1998

I, Steven Joyce, Minister of Transport,

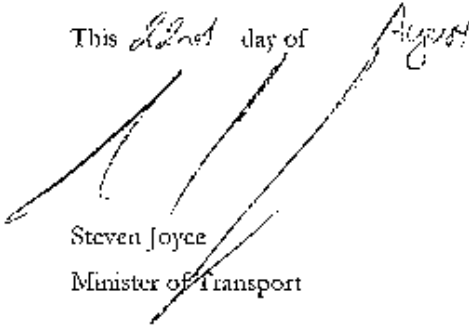
HEREBY make the following ordinary Rule:

Land Transport Rule: Frontal Impact Amendment

SIGNED AT Wellington

This *22nd* day of *August*

2011


Steven Joyce
Minister of Transport

Land Transport Rule
Frontal Impact Amendment 2011
Rule 32006/5

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Land Transport Rule
Frontal Impact Amendment 2011

Rule 32006/5

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Objective of the Rule

Land Transport Rule: Frontal Impact

Amendment 2011 amends *Land Transport Rule: Frontal Impact 2001* ('the Rule'). The Rule specifies safety requirements and standards that set the level of protection that must be provided for a vehicle's driver and passengers in a frontal impact crash.

The objective of the amendment Rule is to remove the inconsistency in the annual production volume criterion between 'special interest vehicles less than 20 years old' and left-hand-drive vehicles, used for determining eligibility for a permit to import these vehicles. 'Special interest vehicles' do not meet New Zealand frontal impact standards but may be imported provided, among other criteria, that not more than 20,000 vehicles of that make and model are produced annually.

The amendment Rule brings the production criteria for 'special interest vehicles' into line with the equivalent permit criterion for left-hand-drive vehicles, in *Land Transport Rule: Steering Systems 2001*, which is that not more than 20,000 vehicles of that make, model and *sub-model* are produced annually. Removing this inconsistency means that a special interest vehicle that needs permits under both Rules, but which may have only qualified for one, will now meet the annual production volume criteria for both.

Extent of consultation

For the purposes of consultation, amendments proposed to *Land Transport Rule: Frontal Impact 2001* and 10 other Land Transport Rules were combined into a single draft Rule, *Land Transport Rule: Omnibus Amendment 2011* (the draft Omnibus Amendment Rule).

On 1 June 2011, the NZ Transport Agency (NZTA) sent details of the amendment proposals by letter or email to approximately 2200 groups and individuals who had registered an interest in the Rules to be amended. The draft Omnibus Amendment Rule was made available through the NZTA Contact Centre and, together with Questions and Answers, was also made available on the NZTA's website. The availability of the draft for comment was publicised in the daily newspapers in Auckland, Hamilton, Wellington, Christchurch and Dunedin and in the *New Zealand Gazette*. The NZTA received 17 submissions on the draft Omnibus Amendment Rule, of which 12 commented on the proposed amendment to the Rule.

Following consultation, the provisions in the draft Omnibus Amendment Rule were split into 11 separate amendment Rules, including this Rule. The submissions that were received were taken into account in finalising this amendment Rule before it was submitted to the Minister of Transport for signing.

Section 1 Application

1.1 Title

This Rule is *Land Transport Rule: Frontal Impact Amendment 2011*.

1.2 Date when Rule comes into force

This Rule comes into force on 1 October 2011.

1.3 Scope of Rule

This Rule amends *Land Transport Rule: Frontal Impact 2001*.

Section 2 Amendment to Schedule

2.1 Amendment to *Schedule 2*

Schedule 2 is amended by substituting “make, model and sub-model” for “make and model” in *paragraph 4(b)*.