



# Land Transport Rules Reform: Phase 1: Heavy Vehicle Productivity

## Phase 1 Consultation Document

*Proposed amendments to:*

Land Transport Rule: Vehicle Dimensions and Mass 2016

Land Transport Rule: Heavy Vehicles 2004

NZ Transport Agency Waka Kotahi

29 October 2025

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## **More information**

NZ Transport Agency Waka Kotahi

Published October 2025

If you have further queries, call our contact centre on 0800 699 000 or email [rules@nzta.govt.nz](mailto:rules@nzta.govt.nz)

This document is available on NZTA's website at <https://nzta.govt.nz/consultations/>

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# Consultation

Ministers of Transport make Land Transport Rules (Rules) under the *Land Transport Act 1998* (the Act). The Rules contain detailed legal requirements, such as standards and processes. More information on the process for making Rule changes, and the criteria, can be found in the Appendix. More information on Regulations relating to offences, penalties and fees can be found [later](#) in this introductory section.

We're asking for feedback on possible amendments to two Rules so we can understand how the proposed changes might affect people and organisations.

There are 3 key documents for this consultation:

1. This Consultation Document
2. Draft for consultation: Land Transport Rule: Heavy Vehicle Productivity Reform Amendment 2025
3. Interim Regulatory Impact Analysis

Please read this document carefully and think about how the proposed Rule changes might affect you or your organisation. We will review all feedback and use it to advise the Minister of Transport who will decide whether to make any Rule changes.

This consultation document is available online at:

<https://nzta.govt.nz/consultations/>

## Why changes are being proposed

The Government Policy Statement on land transport 2024 (GPS2024) and the Government's Road Safety Objectives commit to improving the vehicle regulatory system to:

- improve safety
- reduce regulatory burden (rules and paperwork)
- ensure our Rules are fit for purpose (practical and up-to-date).

The proposed changes aim to reduce administrative requirements affecting heavy vehicle transport to:

- use regulatory and enforcement resources more efficiently
- reduce administrative burden on transport operators, road controlling authorities and NZTA.

This work is part of a wider programme to make sure Rules remain fit for purpose, are based on risk and don't create unnecessary compliance costs.

## Future consultation

The proposals in this document are the first phase of work to simplify heavy vehicle regulation. This work is part of the Land Transport Rules Reform Programme announced by the Minister of Transport in June 2025.

The next stage of consultation is planned for February 2026 and will likely cover:

- the permitting process for over-dimension vehicles
- time and movement restrictions for over-dimension vehicles, including travel on toll roads and Auckland motorways (where applicable)
- the load pilot licence regime
- requirements for load pilot vehicles
- permit requirements for vehicle recovery licence holders
- the heavy and special vehicle licence regime, including weight thresholds for driver licence classes.

## Offences, penalties and fees

Rules do not include offences, penalties and fees for breaking or meeting Rule requirements. Offences, penalties and fees are usually set out in the main law (the Act) or in Regulations. Regulations relating to land transport also require an Act to empower them.

### Offences and penalties

Schedule 1 of the *Land Transport (Offences and Penalties) Regulations 1999* contains the offences and penalties related to the proposals in this document. [Proposal 1: Removal of 44T-50MAX Permits](#) might require consequential amendments to these Regulations, and further information about potential amendments is provided in the section of this document outlining Proposal 1.

### Fees

Proposal 1: Removal of 44T-50MAX Permits might require changes to permit application fees. The relevant fees are specified in Schedule 4, Part 2 of the *Land Transport (Regulatory Fees) Regulations 2023*. As with possible offence and penalty changes noted above, information about consequential amendments to the Regulatory Fees Regulations can also be found in the section of this document outlining [Proposal 1](#).

## Indicative Consultation timeline

Timeline	
Consultation opens	29 October 2025
Consultation closes	17 December 2025
Final Rule Amendment	May 2026



# Proposal 1: Remove 44T–50MAX Permits

## Land Transport Rule: Vehicle Dimensions and Mass 2016 (VDAM)

### Proposal 1: Removal of 44T-50MAX Permits

***Remove the need for a permit for vehicles weighing more than 44,000 kgs (44T) but not more than 50,000 kgs (50MAX), as long as those vehicles comply with relevant proforma specifications and operate only on the approved 50MAX road network.***

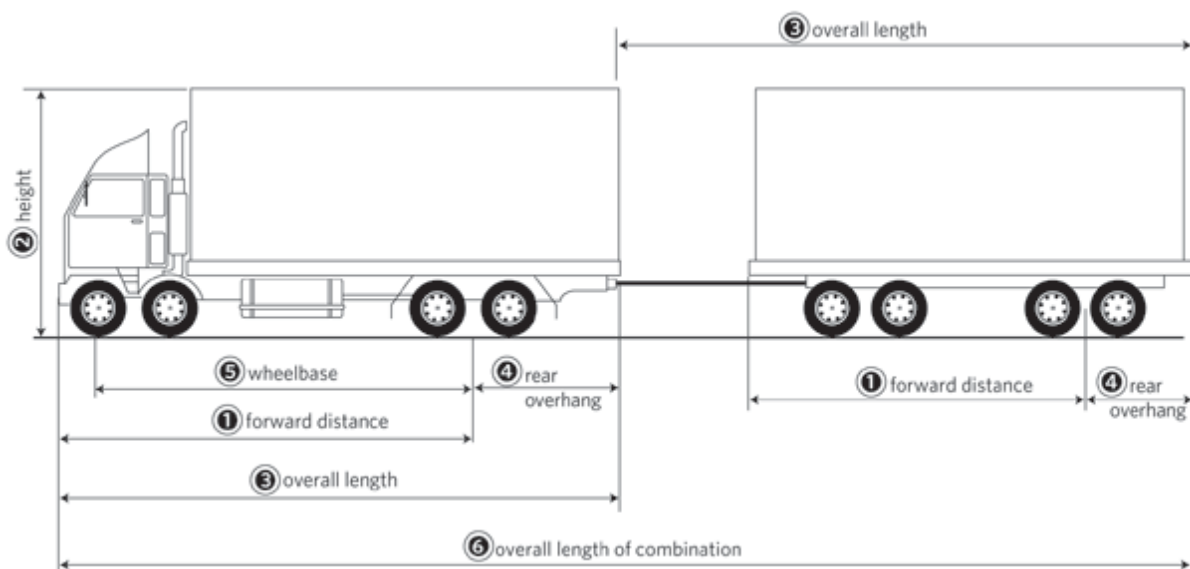
### Background

VDAM sets mass/weight limits for vehicles operating on New Zealand roads. Under VDM, the maximum weight allowed on any road is 44 tonnes. Trucks heavier than 44 tonnes are called High Productivity Motor Vehicles (HPMVs) and need a special permit to operate.

There is a type of HPMV commonly known as '50MAX'. A 50MAX is a heavy vehicle combination that can operate at weights between 44 tonnes and 50 tonnes, but not beyond 50 tonnes. A 50MAX vehicle requires a permit to operate.

50MAX 'proforma combinations'<sup>1</sup> were introduced in 2013 and have one more axle than a standard 8 axle 44 tonne truck and trailer. This extra axle means overall weight is spread further, so these combinations don't cause more road wear per tonne of freight than 44 tonne truck and trailer combinations. As a result, 50MAX vehicles allow operators to carry increased payloads on roads unable to efficiently carry this higher volume via conventional combinations. However, there are still roads 50MAX vehicles cannot travel on, usually due to road condition, bridge or culvert limitations<sup>2</sup>. Schematics for the standard 8-axle truck and trailer combination and 50MAX proforma combination are provided below in Figures 1 and 2, respectively.

*Figure 1 Schematic of a standard 8-axle truck and trailer combination<sup>3</sup>*

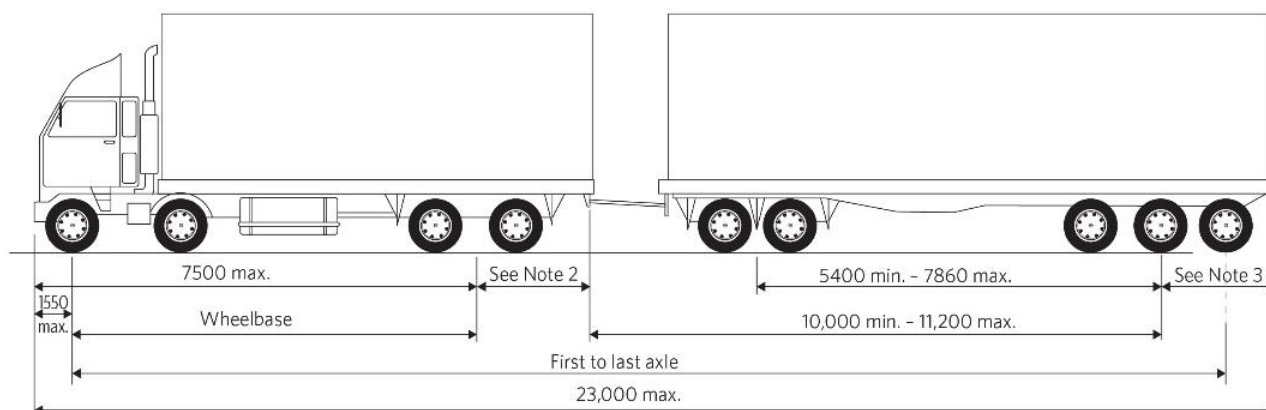


<sup>1</sup> Proforma combinations are the design requirements for different combinations of heavy truck and trailers, based on Performance Based Standards (PBS). PBS help determine whether a truck and trailer combination meets safety performance requirements equivalent to standard vehicles.

<sup>2</sup> <https://nzta.govt.nz/commercial-driving/high-productivity/50max/50max-information-for-operators-and-manufacturers/map-of-50max-routes>

<sup>3</sup> <https://nzta.govt.nz/vehicles/vehicle-types/vehicle-classes-and-standards/vehicle-dimensions-and-mass>

Figure 2 Schematic of a 50MAX truck and trailer proforma design<sup>4</sup>



Permits for 50MAX vehicles last for up to 2 years. NZTA<sup>5</sup> is required to process applications within 10 business days and fees are \$32.13 (incl. GST) for new permits and \$16.31 (incl. GST) for renewals.<sup>6</sup>

Operators must provide the following information when applying for a 50MAX permit<sup>7</sup>:

- A 50MAX proforma design showing the dimensions of their truck and trailer combination
- The total length (including distance from the first to the last axle) of the vehicle combination
- Their Transport Service Licence number, New Zealand Business Number (if available) and company contact details
- The registration numbers of all vehicle units intended to be used in combination

Operators only need to provide this information again when renewing a 50MAX permit if the vehicle specifications have changed. If they don't apply for a renewal before their permit expires, then they need to submit a new permit application.

In addition to a 50MAX permit (for exceeding standard mass limits), 50MAX vehicles also need an HPMV overlength permit to allow them to be longer than standard vehicles. Overlength permits don't expire and can be applied for at the same time as 50MAX permits.

Vehicles operating under a 50MAX permit must also display the yellow high-productivity motor vehicle sign (called the 'H sign' or 'H Plate') at the front and back of the vehicle. H Plates are discussed in [Proposal 2: Removing H Plates](#) section of this document.

The road transport industry believes 50MAX permits are no longer needed. Applying for and renewing these permits creates extra work and costs for both operators and regulators.

## Proposed changes

We propose to remove the following permit requirements for vehicles:

- Exceeding 44 tonnes but not exceeding 50 tonnes (i.e. 50MAX)
- Compliant with relevant proforma specifications
- Operating only on the approved 50MAX network

<sup>4</sup> <https://nzta.govt.nz/commercial-driving/high-productivity/50max/50max-information-for-operators-and-manufacturers/50max-proforma-designs>

<sup>5</sup> NZTA issues permits for 50MAX vehicles to operate on state highways, as the Road Controlling Authority for state highways. NZTA also issues permits for 50MAX vehicles to operate on local roads, where the responsible Road Controlling Authority has delegated issuing of permits to NZTA.

<sup>6</sup> <https://nzta.govt.nz/commercial-driving/permits/heavy-vehicle-permit-fees>

<sup>7</sup> [https://nzta.govt.nz/assets/resources/vdam-permitting-manual/VDAM-Permitting-Manual\\_VOL-1\\_Pt-F8\\_1-Aug-2022.pdf](https://nzta.govt.nz/assets/resources/vdam-permitting-manual/VDAM-Permitting-Manual_VOL-1_Pt-F8_1-Aug-2022.pdf)

Operators of these vehicles would still need to:

- meet requirements in their approved 50MAX proforma designs, including:
  - Dimension requirements e.g. overall length, forward distance, front and rear overhang, ground clearance, and axle spacing
  - Visibility and lighting requirements
  - Fitment and operability of required safety features e.g. stability control systems, higher Static Roll Threshold limits and Electronic Braking Systems.
- operate only on the approved 50MAX network.

Drivers would need to carry 50MAX proforma design documents for enforcement purposes. Proformas would be either printed or digital, downloadable from the NZTA website. Drivers must show these documents to an enforcement officer if asked. Drivers would also need to make sure they're only travelling within the 50MAX network. The 50MAX network maps will still be available on the NZTA website<sup>8</sup>.

We propose to incorporate 50MAX proforma specifications and 50MAX network maps by reference in VDAM. Both would require approval by the Director of Land Transport before incorporation. This would allow map changes and new proformas to be added over time, when approved by the Director of Land Transport – without needing to embark on a full Rule-change process.

### **Risks**

Permits can help make sure 50MAX trucks and trailers are built and used safely, given they carry more weight than standard vehicles. Without 50MAX permits, there is a risk some trucks might not meet the right safety standards or travel on roads/structures unable to support their dimensions and mass, potentially making our roads less safe.

To manage this risk, but remove unnecessary regulatory burden, we propose keeping the safety design and route restrictions contained in 50MAX permits but remove the need for the 50MAX permitting process. We note this may place greater reliance on enforcement activity to check these vehicles are complying with these requirements. We're interested in your feedback on ways to enhance enforcement of the proposed requirements.

### **Consequential amendments to offences, penalties and fees**

We anticipate some changes may be needed to offences, penalties and fees to give effect to this proposal. This will require consequential amendments to the *Land Transport (Offences and Penalties) Regulations 1999* and *Land Transport (Regulatory Fees) Regulations 2023*. Officials will confirm any consequential amendments needed following public consultation on the proposals outlined in this document, subject to Ministerial agreement.

### **Offences and penalties**

Schedule 1: Offence provisions and penalties in *Land Transport (Offences and Penalties) Regulations 1999* lists the offences and penalties relevant to this proposal and are outlined in the table below.

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<sup>8</sup> <https://nzta.govt.nz/commercial-driving/high-productivity/50max/50max-information-for-operators-and-manufacturers/map-of-50max-routes>



*Table 1 Offences and Penalties relating to 50MAX vehicles in the Land Transport (Offences and Penalties) 1999, Schedule 1: Offence provisions and penalties<sup>9</sup>*

<b>VDAM clause</b>	<b>Brief description</b>	<b>Maximum penalty on conviction for body corporate (\$)</b>	<b>Maximum penalty on conviction for body corporate (\$)</b>	<b>Infringement fee for individual (\$)</b>	<b>Infringement fee for body corporate (\$)</b>
2.1	Responsibilities of operators (except where the offence is a breach of a critical condition of a permit under clause 2.1(2)(a) or 2.1(5)(a) <sup>10</sup>	1000	1000	370	370
2.1(2)(a)	Breach of critical condition of permit for overweight vehicles transporting indivisible loads, high-productivity motor vehicles, and specialist vehicles carrying divisible loads	5000	5000	2000	2000

If 50MAX permits are removed, the offences and penalties for breaking key permit conditions under clause 2.1(2)(a) of VDM will no longer apply to 50MAX vehicles.

Instead, breaches of requirements to operate in accordance with proforma specifications and on the approved network would be captured by clause 2.1(1) of VDM. This clause requires all operators to comply with requirements specified in VDM. However, the penalties for breaching clause 2.1(1) are considerably lower and there is a risk these penalties may not provide a sufficient deterrent.

Changes to the Offences and Penalties Regulations may be needed to address this risk.

Officials will also investigate whether any amendments to these Regulations are needed to introduce an offence for not presenting proforma documentation to an enforcement office when requested. Details of any amendments to these Regulations will be confirmed following consultation, subject to Ministerial agreement.

### **Fees**

50MAX Permit fees are outlined in the *Land Transport (Regulatory Fees) Regulations 2023*, regulation 25 and Part 2, Schedule 4: Fees for permits to exceed dimension and mass limits. Should the requirement for 50MAX permits be removed, the following fees for new 50MAX permit applications and 50MAX permit renewal will also need to be removed:

*Table 22: Application fees for new 50MAX permits and permit renewals, Part 2, Schedule 4, Land Transport (Regulatory Fees) Regulations 2023<sup>11</sup>*

<b>Item</b>	<b>Regulation</b>	<b>Description</b>	<b>Fee (\$ excluding GST)</b>
3	25	Application for high-productivity motor vehicle permit under clause 5.9(1)(c) of Land Transport Rule: Vehicle Dimensions and Mass 2016 if permitted route does not	27.94

<sup>9</sup> <https://www.legislation.govt.nz/regulation/public/1999/0099/latest/DLM280158.html>

<sup>10</sup> Clause 2.1(5)(a) is breach of critical condition of permit for over dimension motor vehicles but is not a relevant offence in relation to 50MAX permits.

<sup>11</sup> <https://www.legislation.govt.nz/regulation/public/2023/0212/latest/LMS882537.html>

Item	Regulation	Description	Fee (\$ excluding GST)
		require assessment as part of high-productivity motor vehicle network	
4	25	Application for renewal of high-productivity motor vehicle permit under clause 5.9(1)(c) of Land Transport Rule: Vehicle Dimensions and Mass 2016 if permitted route does not require assessment as part of high-productivity motor vehicle network	14.18

**Draft Land Transport Rule: Heavy Vehicle Productivity Reform Amendment 2025 references for these Proposals:**

*Section 3 Vehicle Dimensions and Mass 2016*

*Clauses 3.1 – 3.4, 3.7 – 3.9*

## Proposal 2: Remove H Plates

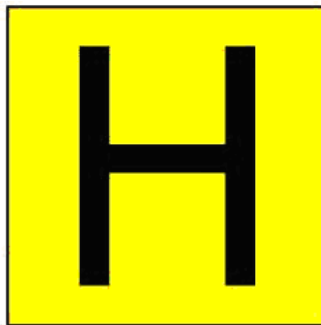
### Land Transport Rule: Vehicle Dimensions and Mass 2016

#### Proposal 2: Removing H Plates

*Remove the requirement for HPMVs to display HPMV signs.*

#### Background

All HPMVs must have a yellow-green retroreflective 'H' sign (commonly referred to as an 'H Plate') displayed on both the front and back of the vehicle when operating under a permit. H Plates must be clearly visible to other road users. Specifications for H Plate display, size and design are outlined in clause 5.10 and Schedule 5 of VDAM.



*Figure 3 'H' sign/H Plate image (not to scale)<sup>12</sup>*

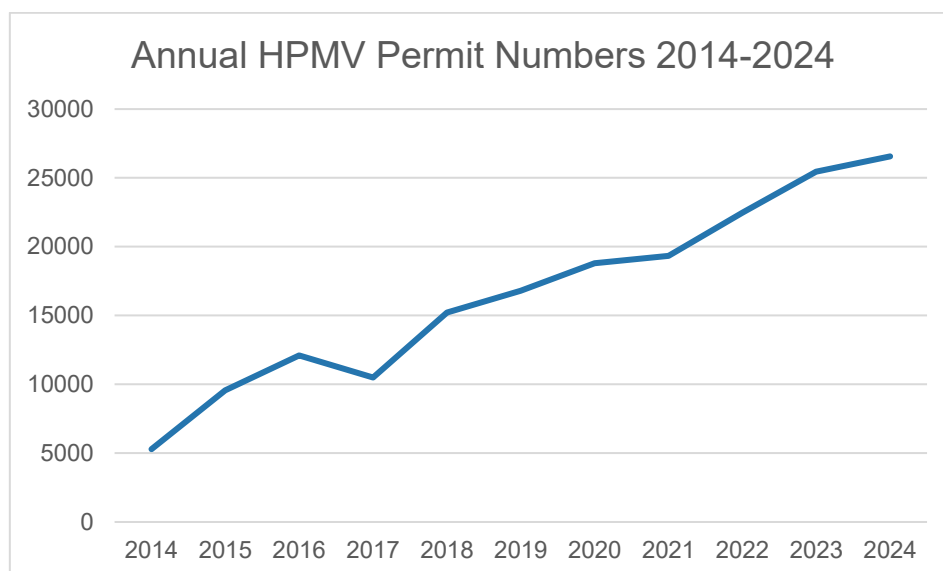
Road Controlling Authorities and enforcement officers have relied on H Plates to easily identify vehicles operating under a HPMV permit. When H Plate requirements were introduced in 2010, HPMVs were still new and made up only a small part of New Zealand's heavy vehicle fleet.

HPMV vehicle numbers have increased significantly since the HPMV scheme was first introduced. NZTA issued 5 times more HPMV permits in 2024 (both new permits and renewals) than when these permits were first introduced, as shown in figure 5 below.

Because HPMVs are now relatively common, and H Plates don't contain any permit information (other than identifying a vehicle 'could' be operating at an HPMV weight), it's unclear whether the original purpose of H Plates – helping identify HPMV-permitted vehicles – is still relevant.

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<sup>12</sup> <https://nzta.govt.nz/vehicles/vehicle-types/vehicle-classes-and-standards/vehicle-dimensions-and-mass/high-productivity-motor-vehicles>



*Figure 5 Annual HPMV Permit Application and Renewal Numbers 2014 - 2024*

#### *Enforcement data suggests H Plates may no longer be an effective enforcement tool*

The NZTA Traffic Offence History database shows 60 percent of H Plate violations were waived or withdrawn between July 2010 and September 2025, meaning they didn't result in any penalties. While we don't have any data on why these waivers/withdrawals happened, it suggests the rules around H Plate display may not be well understood or are no longer necessary.

We're also aware there's confusion about what H Plates mean. Some people assume vehicles displaying H Plates are breaking permit conditions. In turn, many HPMVs have H Plates permanently displayed, regardless of whether they need to be operating under a permit.

#### **Proposed change**

We propose to amend VDAM to remove the requirement for HPMVs to display H Plates, because they no longer serve a useful purpose for regulation or enforcement.

#### **Risks**

Removing H Plates may make it more difficult for other road users to visually identify HPMVs on the network. However, operators of HPMVs will still be required to hold valid permits (or relevant proforma documentation as proposed for 50MAX vehicles and outlined in Proposal 1) and drivers must still be able to present this documentation to enforcement officers upon request.

#### **Consequential amendments to fees, offences and penalties**

We don't expect any changes to fees, offences and penalties will be needed because of this proposed change. There is no explicit offence relating to non-compliance with H Plate display requirements in the *Land Transport (Offences and Penalties) Regulations 1999*.

#### **Draft Land Transport Rule: Heavy Vehicle Productivity Reform Amendment 2025 references for these Proposals:**

- *Section 3 Vehicle Dimensions and Mass 2016*
- *Clauses 3.5, 3.6, 3.9(3)*

# Proposal 3: Bolster Attachment Code

## Land Transport Rule: Heavy Vehicles 2004

### Proposal 3: Bolster Attachment Code

***Amend the Land Transport Rule: Heavy Vehicles 2004 by removing the need for the Bolster Attachment Code to be included in full in this Rule from Schedules 1, 2 and 4. Instead, the Bolster Attachment Code would be 'incorporated by reference'.***

### Background

The Bolster Attachment Code (the Code) sets out detailed requirements for heavy vehicles fitted with bolsters carrying logs. The Log Transport Safety Council develops the Code, and the Director of Land Transport approves it. The Log Transport Safety Council includes members of the log transport industry and government agencies like NZTA. An NZTA approved certifier must certify bolster attachments, individual identification of bolsters, and the fitting of safety chains in accordance with the Code, to ensure the load's safety and prevent movement during transit.

Under clause 3.2(3) of the *Land Transport Rule: Heavy Vehicles 2004* (the HV Rule) bolster attachments fitted on/after 27 November 1998 must meet the version of the Code current at the time of fitting. The Code has been updated twice (in 2001 and 2010) and those versions are included in full through Schedules 1,2 and 4. Clause 3.2(3) of the HV Rule specifically requires bolster attachments to comply with Schedules 1,2 and 4.

The Code must be written into the HV Rule, meaning any new version requires a formal HV Rule change for it to have legal effect. Rule change processes take time and can delay the implementation of new Code versions, affecting education, training and innovation. For example, a new Code version was prepared in 2024 but cannot be legally recognised until the HV Rule is amended to include its contents.

This is not an efficient way of keeping Code requirements up to date. We're aware these delays create uncertainty for the logging industry about what technical requirements to follow.

### Proposed changes

We propose to update the HV Rule to incorporate the Code by reference, under s.165 of the Act. This will include all three versions currently incorporated in full in the HV Rule and the 2024 version. Incorporation by reference is a common approach used in other transport rules when technical documents – like the Code – need to be given legal effect. For example, the Land Transport Rule: Vehicle Standards Compliance 2002 incorporates the Low Volume Vehicle Code by reference. The Low Volume Vehicle Code is provided by the Low Volume Vehicle Technical Association.

Incorporating the Code by reference means it can be updated quickly and easily, without needing to amend the Rule each time. Like other technical documents where this arrangement applies, the Code would be available online via the "Incorporation by reference" page for the HV Rule on the NZTA website. Incorporating the Code by reference supports good regulatory practice, helps future-proof the Rule and gives the industry greater certainty about which version of the Code applies.

### Risks

By incorporating the Code by reference, any new versions will not have to go through a Rule change process, including public consultation. The Log Transport Safety Council would continue to develop future Code versions and require approval from the Director of Land Transport before any new Code version is

given legal effect. Officials will work with the Log Transport Safety Council to inform interested parties of any future versions of the Code to increase awareness.

### **Consequential amendments to fees, offences and penalties**

We don't expect the proposed change will lead to any changes to fees, offences and penalties.

### **Draft Land Transport Rule: Heavy Vehicle Productivity Reform Amendment 2025 references for these Proposals:**

- *Section 2 Heavy Vehicles 2004.*



# Proposal 4: Minor amendment to definitions

## Land Transport Rule: Heavy Vehicles 2004

### Proposal 4: Minor amendment to definitions

***Amend the Land Transport Rule: Heavy Vehicles 2004 by removing the definition of “low volume vehicle”, as this term is not used in this Rule.***

### Background

We have identified the following definition in the HV Rule, Part 2: Definitions, that is not used anywhere else in the HV Rule:

- **Low volume vehicle** – means a make and model of a vehicle, of a class specified in Table A: Vehicle classes, other than Class MD3, MD4, ME, NB, NC, TC or TD, that is:
  - (a) manufactured, assembled or scratch-built in quantities of 500 or less in any one year, and where the construction of the vehicle may directly or indirectly affect compliance of the vehicle with any of the vehicle standards prescribed by New Zealand law; or
  - (b) modified uniquely, or in quantities of 500 or less in any one year, in such a way that compliance of the vehicle, its structure, systems, components or equipment with a legal requirement relating to safety performance applicable at the time of the modification may be affected.

### Proposed change

We propose to remove the definition of “low volume vehicle” from the HV Rule. The term “low volume vehicle” is not used anywhere else in the HV Rule and does not serve a regulatory purpose. Removing this definition from the HV Rule is consistent with good regulatory practice, to keep our Rules up to date. This proposal only applies to the HV Rule – where this definition of “low volume vehicle” is provided in other Land Transport Rules the definition provided in those Rules will not be affected.

### Risks

We anticipate this proposal will only have minor impacts, as some consequential updates will be required to vehicle inspection requirements manuals for heavy vehicle certification. However, we welcome feedback on possible impacts from this proposal.

### Draft Land Transport Rule: Heavy Vehicle Productivity Reform Amendment 2025 references for this Proposal:

- Section 2 Amendments to Land Transport Rule: Heavy Vehicles 2004.
- Clause 2.6(2) Part 2 amended (Definitions).

## Appendix: Survey Questions

The questions below are the same as those in our online form, reproduced here for completeness. We recommend using the online form when submitting.

### Proposal 1: Remove of 44T-50MAX Permits

#### *Removal of 50MAX permit requirement*

1. Should we remove the requirement for 50MAX vehicles to have a permit to operate?
  - Yes
  - No
  - Why? (please add any supporting evidence/examples)?
2. What are possible **positive** impacts of removing 50MAX permits?
3. What are possible **negative** impacts of removing 50MAX permits?
4. How could any possible negative impacts of removing 50MAX permits be mitigated?
5. If 50MAX permits are removed, are there any other implementation or compliance matters to consider?
  - Yes
  - No
  - If yes, please describe and use examples.
6. Please outline any specific impacts for you or your organisation if 50MAX permits were removed.

#### *50MAX proforma documents*

7. Do you support the use of 50MAX proforma documents as outlined in the Consultation Document?
  - Yes
  - No
  - Why?
8. Should 50MAX drivers be required to hold and immediately present relevant 50MAX proformas to enforcement officers on request?
  - Yes
  - No
  - Why?
9. Do you agree with the proposed content for 50MAX proformas, as outlined in the Consultation Document?
  - Yes
  - No
  - Why?
10. If 50MAX proformas become required, are there any other implementation or compliance matters to consider? Please describe and use examples.

11. Please outline any specific impacts for you or your organisation if 50MAX proformas become required.

**50MAX approved network map**

12. Do you support the use of the approved 50MAX network map on the NZTA website, as outlined in the Consultation Document?

- Yes
- No
- Why?

13. If the approved 50MAX network is incorporated by reference in the *Land Transport Rule: Vehicle Dimensions and Mass 2016*, are there any other implementation or compliance matters to consider? Please describe and use examples.

**Changes to offences and penalties**

14. If 50MAX permits are removed, should a new offence and penalty for breaching 50MAX proforma requirements be introduced?

- Yes
- No
- Why?

**Proposal 2: Remove H Plates**

15. Should 'H Plates' continue to be a requirement for display on High Productivity Motor Vehicles?

- Yes
- No
- Why?

16. What are possible **positive** impacts of removing the requirement to display H Plates on High Productivity Motor Vehicles?

17. What are possible **negative** impacts of removing the requirement to display H Plates on High Productivity Motor Vehicles?

18. How could any possible negative impacts of removing the requirement to display H Plates on High Productivity Motor Vehicles be mitigated?

19. If the requirement to display H Plates on High Productivity Motor Vehicles was removed, are there any other implementation or compliance matters to consider? Please describe and use examples.

20. Please outline any specific impacts for you or your organisation if the requirement to display H Plates on High Productivity Motor Vehicles was removed?

**Proposal 3: Bolster Attachment Code**

21. Should the Log Bolster Attachment Code become 'incorporated by reference' into the Land Transport Rule: Heavy Vehicles 2004?

- Yes
- No
- Why?

**Proposal 4: minor amendments to definitions**

22. Should the definition “low volume vehicles” be removed from the *Land Transport Rule: Heavy Vehicles 2004*?

- Yes
- No
- Why?

# Making a submission

When you send your feedback, make sure to include:

- Your name (and job title, if relevant)
- Your organisation's name (if relevant)
- Your email address (preferred) or postal address

**You can send us your feedback in 2 ways:**

1. Complete the online form here: [www.nzta.govt.nz/consultations](http://www.nzta.govt.nz/consultations) (Preferred)  
or
2. by email: [rules@nzta.govt.nz](mailto:rules@nzta.govt.nz)

**Consultation closes on 17 December 2025.**

All feedback will be considered before a decision is made by the Minister of Transport. Any Rule changes are likely to be announced in mid-2026.

**Your submission is public information**

Please note your submission might be made public. We may publish your submission and may include your name as the person who submitted it or provide it to a third party.

**If any part of your submission is commercially sensitive or you have a reason why it shouldn't be disclosed, or why you shouldn't be named, please make that clear in your submission.**

Any requests to keep information private will be considered under the *Official Information Act 1982*.

**Note on use of AI in analysing feedback**

To help us analyse the feedback we receive through this consultation, we may use artificial intelligence (AI) tools. These tools can assist us in identifying common themes and summarising responses more efficiently. Any use of AI will follow our privacy and data protection standards, and your feedback will always be reviewed by our team to ensure fair and accurate reporting.

# Appendix

## Process for making Rule changes

The *Land Transport Act* (the Act) 1998 provides the legal framework for making Land Transport Rules (Rules). Section 161 of the Act outlines how Ministers of Transport (Ministers) must make Rules.

### What are Rules?

Rules are laws made under the Act by Ministers.

- **Purpose:** To apply transport policy in practice, covering safety, access, mobility, public health, the environment, and economic growth.
- **Who is responsible:** NZTA drafts Rules with the Ministry, generally runs public consultations on behalf of Ministers, analyses the feedback and finalises them for Ministers to sign.

Following Rules is required, because they are part of New Zealand transport law. Any offences and penalties related to a Rule are in the Act or in Regulations.

### Key considerations for rule making

Ministers must consider:

- Safety risks and infrastructure impact
- Costs and international obligations
- Benefits to economy, access, health, and sustainability

### Rules are easy to access and available to the public.

All current Rules are available online at:

<https://nzta.govt.nz/rules/>

You can also learn more about Rules and how they are made at:

<https://nzta.govt.nz/resources/rules/about>

Register your interest to receive Land Transport Rule updates at:

<https://nzta.govt.nz/registration-of-interest-in-land-transport-rules/>