



# Land Transport Rule: Vehicle Standards Compliance Amendment 2025

Discussion Document

February 2025

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## **More information**

NZ Transport Agency Waka Kotahi  
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# Process for making Rule changes

The *Land Transport Act 1998* (the Act) provides the legal framework for making Land Transport Rules (Rules). Section 161 states the procedures by which the Minister makes ordinary Rules.

## What are Land Transport Rules?

Rules are instruments made by the Minister of Transport or their delegate ('the Minister') under the Act. The Act sets out principles and the policy framework, among other things. Rules contain detailed requirements, including standards and processes, for putting those principles and policy into operation.

Rules cover a range of land transport issues. Among the outcomes Rules aim to achieve are:

- Safeguarding and improving land transport safety and security
- Improving access and mobility
- Assisting economic development
- Protecting and promoting public health
- Ensuring environmental sustainability

Compliance with Rules is required because they form part of New Zealand transport law. The specific offences and penalties applicable to each Rule are set out in the Act or in Regulations.

Most Rules are drafted by NZ Transport Agency Waka Kotahi (NZTA), by an arrangement with the Chief Executive of the Ministry of Transport, working closely with the Ministry of Transport's policy and legal advisors.

Rules are drafted in plain language to be easily understood. NZTA undertakes consultation on proposed changes to Rules on behalf of the Minister. The issues raised in submissions on the proposed Rule changes are analysed and considered in preparing Rules for the Minister to sign.

## Application of Rule-making criteria

### Proposed activity or service

Section 164(2) of the Act sets out the matters the Minister must have regard to when making a Rule. This includes the nature of the proposed activity or service for which the Rule is being established.

### Risk to land transport safety

Section 164(2)(a), (c) and (d) require the Minister to consider:

- The level of risk to land transport safety in each proposed activity or service
- The level of risk existing to land transport safety in general in New Zealand
- The need to maintain and improve land transport safety and security

**Assisting achievement of strategic objectives for transport** Section 164(2)(e) of the Act requires the Minister to have regard, and give such weight as they consider appropriate in each case, to whether a proposed Rule:

- (i) Assists economic development
- (ii) Improves access and mobility
- (iii) Protects and promotes public health
- (iv) Ensures environmental sustainability

## Why changes are being proposed

The Government Policy Statement on Land Transport 2024 (GPS24) commits to undertaking reform of the vehicle regulatory system to (among other objectives):

- enable better management of vehicle safety performance
- reduce regulatory burden
- ensure our domestic rules are fit for purpose.

The Government's Road Safety Objectives include a commitment to assessing whether our warrant of fitness (WoF) and certificate of fitness (CoF) systems are effective, fit-for-purpose and efficiently target risk. The proposals in this document are a first step towards achieving this objective.

## Background

The Land Transport Rule: Vehicle Standards Compliance 2002 (the Rule) sets out roadworthiness requirements for vehicles. The Rule including requirements for vehicles to be periodically checked for faults to minimise the chances of unsafe vehicles being operated on New Zealand roads. Roadworthiness checks cover safety critical parts of a vehicle including tyres, brakes, structural integrity, lights, glazing, seatbelts, airbags, steering and suspension, and controls.

Operating a vehicle without a valid WoF or CoF is illegal. Most vehicles require either or WoF or CoF.

A WoF is needed for privately owned light vehicles weighing less than 3500kg gross vehicle mass (GVM). A WoF is also needed for and select vehicles over this GVM used for commercial purposes and designed to travel short distances at low speed.

A CoF is needed for heavy vehicles over 3500kg GVM, or light vehicles used for commercial transport services e.g. rental, taxi, and rideshare vehicles. This includes privately owned motorhomes and motorcaravans over 3500kg GVM. A CoF check covers more parts of a vehicle than a WoF check and seeks to ensure heavy loads are capable of safely being transported by vehicles over 3500kg GVM.

A WoF is generally only needed once a vehicle reaches three years of age and is then needed every year after a vehicle reaches 3 years of age. Vehicles manufactured prior to the year 2000 require a WoF every six months. A CoF is needed every 6 months unless the vehicle is a brand-new rental vehicle. Brand new rental vehicles are provided with an initial 12-month CoF, after which they must obtain a CoF every 6 months.

A WoF and CoF check only provides an assessment of vehicle roadworthiness at the time of the inspection.

## Purpose of consultation

We are consulting on amendments to the Rule to ensure we take account of the views of, and the impact on, people affected by the proposed changes.

The consultation is made up of two documents: this discussion document and the draft *Land Transport Rule: Vehicle Standards Compliance Amendment 2025* (the Amendment Rule).

The Amendment Rule sets out proposed changes to the Rule to reduce:

- WoF check frequency for vehicles over 40 years old from every 6 months to every year.
- CoF check frequency for privately owned heavy motorhome vehicles from every 6 months to every year.

Please read this document carefully and consider the effects the proposed Rule changes would have on you or your organisation. Advice on feedback received during consultation will be provided to the Minister of Transport, who will decide if any changes will be made to the Rule.

# Proposal 1:

## Reduce WoF frequency for light vehicles over 40 years old from every 6 months to once a year

### What could change

A large proportion of vehicles over 40 years of age are owned by collectors. These vehicles are often only driven occasionally as their owners use more modern vehicles on a regular basis. Obtaining two WoFs a year for vehicles over 40 years old represents a burden to owners that may not be proportionate to the safety risk these vehicles represent. The estimated total monetised benefits from this proposal are \$53 – 94 million dollars over the next 30 years and include:

- reduced compliance time burden for motorists
- reduced inspection costs to motorists
- avoided unnecessary repair costs

Costs cannot be accurately quantified due to the relatively low number of death and serious injury crashes featuring vehicle fault contributing factors for light vehicles over 40 years old.

This proposal seeks to better balance the safety and regulatory burden by only requiring one WoF check per year for light vehicles over 40 years old. This will align WoF frequency with light vehicles manufactured after the year 2000.

### What's staying the same

This proposal does not change the current six-month WoF check frequency for light vehicles manufactured prior to the year 2000 and less than forty years old.

### Further information

#### *Crashes caused by vehicle faults*

Evidence suggests vehicle faults contributing to death and serious injury crashes occur less often for light vehicles over 40 years old than for light vehicles under 40 years old. This evidence considers the number of vehicles and how often they are used.

Relative risk was calculated by dividing the number of death and serious injury crashes featuring vehicle faults by the number of vehicles, and the average vehicle kilometres travelled per annum, and then comparing between the 2 vehicle groupings. Table 1 below details this risk analysis.

There are around 128,000 light vehicles over 40 years old in the New Zealand fleet (of approximately five million vehicles). Accounting for the difference in vehicle numbers, when compared to light vehicles under 40 years old, light vehicles over 40 years old:

- travel around half as many kilometres a year
- are half as likely to be involved in a crash involving a death or serious injury, where a vehicle fault contributed.

Table 1. Risk Assessment – Light Passenger Vehicle Death and Serious Injury Crashes 2014 to 2023 – Vehicle Faults vs Vehicle Kilometres Travelled and Vehicle Count

Metric	Light passenger vehicles 40 years old or older	Light passenger vehicles 39 years old or younger
Number of vehicles as of 2024	127,819	4,248,891
Average kilometres travelled per annum per vehicle	4,593	10,786
Death and serious injury crashes featuring vehicle faults	7	870
Relative risk	51%	Not applicable

### WoF inspection pass rate

Figure 1 below illustrates initial WoF pass rates based on vehicle age for inspections conducted between 2019 and 2023. Vehicles over 40 years old had an initial pass rate of 70%, similar to light vehicles aged around 10 years old, and better than the 55% – 40% pass rate for vehicles between 15 and 24 years old. This latter group currently require annual WoF checks. Additionally, light vehicle initial WoF pass rates improve as vehicles age from 40 years old. This trend continues for vehicles between aged 60 and 126 years old which are not included in the graph below.

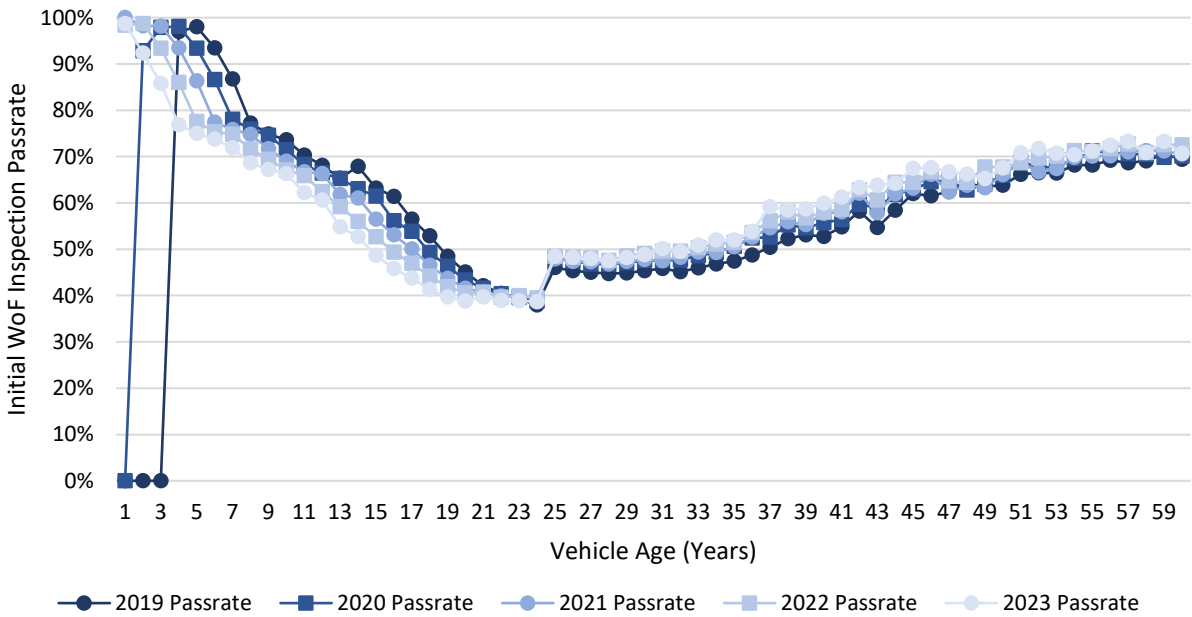


Figure 1. Private Light Passenger Vehicle Initial WoF Inspection Pass rate per Inspection Year 2019-2023

Motorcycle WoF inspection pass rates are much higher than light passenger vehicles on average at 82%. Additionally, motorcycle pass rates do not change as significantly as motorcycles age. Figure 2 below illustrates motorcycle initial WoF pass rates for inspections conducted between 2019 and 2023.

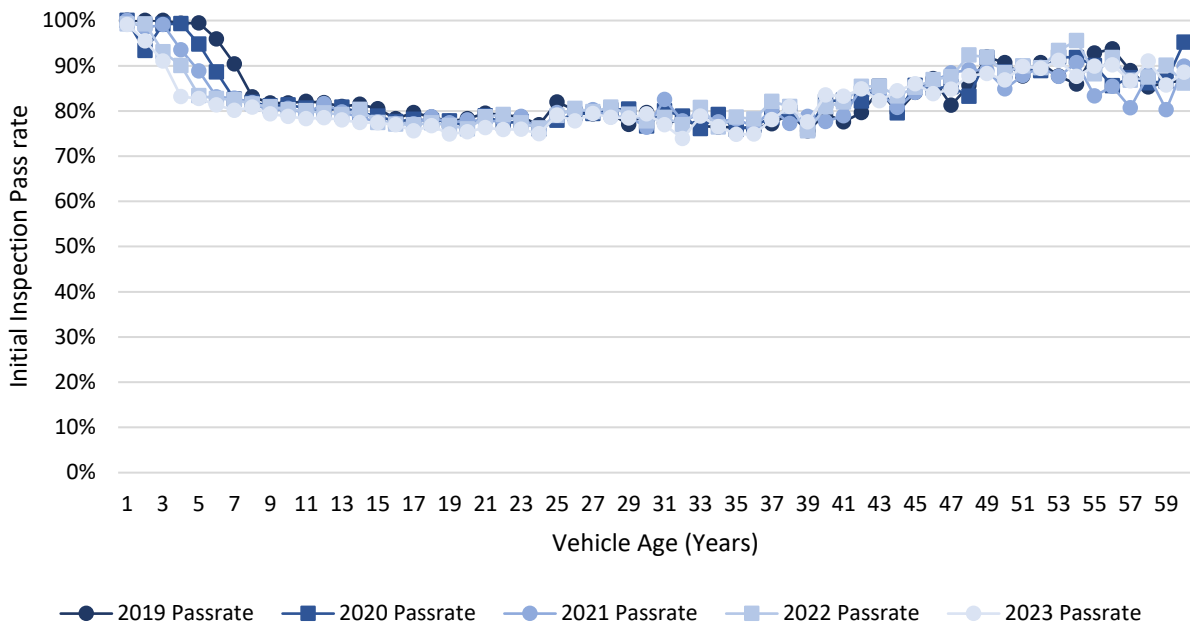


Figure 2. Motorcycle Initial WoF Inspection Pass Rate per Inspection Year (2019-2023)

## Proposal 2:

### Reduce CoF frequency for privately owned heavy motorhomes from every six months to once a year

#### What could change

Obtaining two CoFs a year for privately owned heavy motorhomes is a significant burden to private motorhome owners and may not be proportionate to the safety risk these vehicles present. This proposal seeks to better balance safety and regulatory burden by only requiring one CoF check a year for privately owned heavy motorhomes. The estimated total monetised benefits from this proposal are \$213 – 362 million dollars over the next 30 years and includes:

- reduced compliance time burden for motorists
- reduced inspection costs to motorists
- avoided unnecessary repair costs

Costs cannot be accurately quantified due to the relatively low number of death and serious injury crashes featuring motorhome fault contributing factors.

Privately owned heavy motorhomes and motorcaravans are often used on an occasional basis. Many private motorhome owners say they use their vehicles seasonally during warmer months, but must get a CoF check during colder months when their vehicles are not in use. A CoF check can cost a private motorhome owner up to twice as much as a WoF check due to the greater number of items checked and requirement to issue a certificate of loading.

#### What's staying the same

This proposal does not intend to change the current six-month CoF requirement for heavy motorhomes operated by rental companies.



## Further information

### *Crashes caused by vehicle faults*

Evidence suggests private motorhome vehicle faults contribute less often to death and serious injury crashes than light vehicle faults. There are around 30,000 privately owned heavy motorhomes in New Zealand. Accounting for differences in vehicle numbers and how often they are used, when compared to light vehicles under 40 years old, these vehicles:

- travel around half as many kilometres a year
- are about half as likely to be involved in a death or serious injury crash featuring a contributing vehicle fault.

Table 2 below details the same risk analysis method as featured in proposal 1. Light passenger vehicles under 40 years old were also used as the comparison group for private motorhomes as:

- It is a significant portion of the national fleet at approximately 80%.
- No alternative suitable heavy vehicle comparison group could be identified which features a similar use profile and mix of privately owned and rental vehicles.
- The vehicle kilometres travelled and death and serious crash risk featuring vehicle faults are similar between private motorhomes and light passenger vehicles over 40 years old.

Table 2. Risk Assessment – Private Motorhome Death and Serious Injury Crashes 2014 to 2023 – Vehicle Faults vs Vehicle Kilometres Travelled and Vehicle Count

Metric	Motorhomes	Light passenger vehicles 39 years old or younger <sup>1</sup>
Death and serious injury crashes featuring vehicle faults (2014 - 2023)	3	870
Number of vehicles as of 2024	39,425	4,248,891
Average kilometres travelled per annum per vehicle (2019 – 2023)	6,168	10,786
Relative risk	53%	Not applicable

### *CoF inspection pass rates*

Initial CoF pass rates for private motorhomes are on average, the same as WoF pass rates for light vehicles over 40 years at 70%. This pass rate is 10% higher than the average 60% initial CoF pass rate for light passenger vehicles registered in or after the year 2000. These in/post-2000 light passenger vehicles are currently inspected annually or less often.

Figure 3 below illustrates initial CoF pass rates based upon vehicle age for inspections conducted between 2020 and 2023.

<sup>1</sup> Light passenger vehicles under 40 years of age were also used as the comparator for the motorhome analysis.

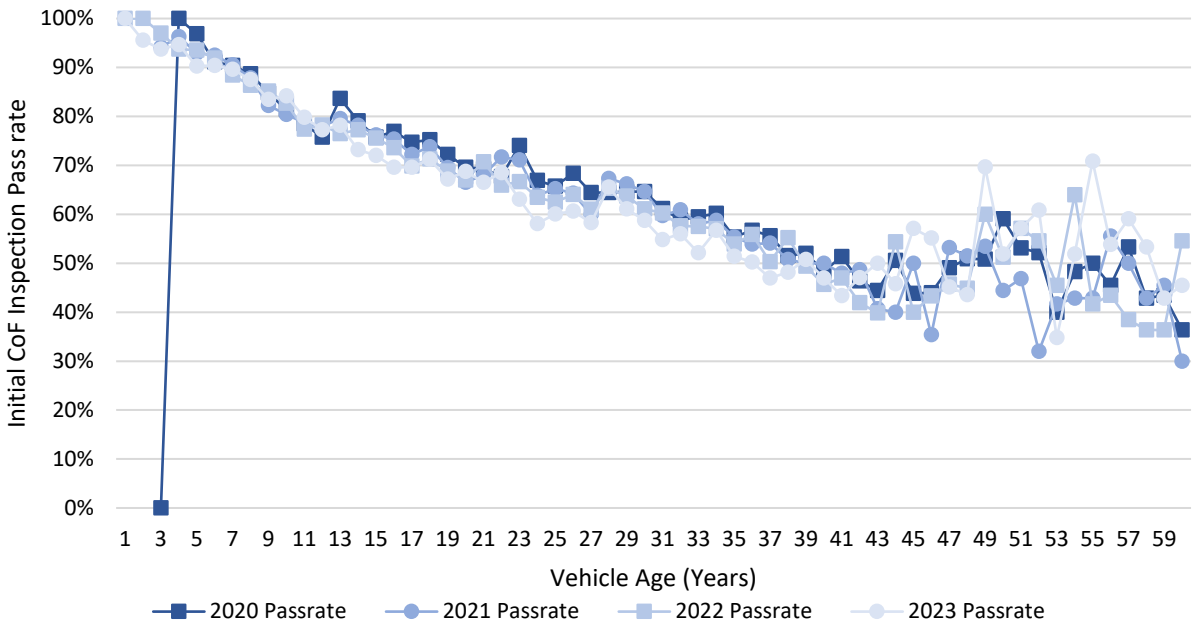


Figure 3. Private Motorhome Initial CoF Inspection Pass Rate per Inspection Year (2020-2023)

## What we're seeking feedback on

We welcome your comments on the proposed changes set out in this document and in the draft Amendment Rule. Please use the following questions to guide your feedback.

For each question, please explain the reasoning behind your comments and, where possible, provide examples to illustrate your point:

1. Do you support reducing WoF check frequency for light vintage vehicles over 40 years old?
  - o Yes/No
2. Would this proposed change have any positive or negative impacts for example, on people or businesses? Please describe and where possible, give examples
  - o Positive
  - o Negative
3. Do you support reducing CoF check frequency for privately owned heavy motorhomes?
  - o Yes/No
4. Would this proposed change have any positive or negative impacts for example, on people or businesses? Please describe and where possible, give examples
  - o Positive
  - o Negative
5. Are there any implementation or compliance issues that need to be considered?

## Consultation timeline

Timeline	
Consultation opens	24 February 2025
Consultation closes	5pm 4 April 2025
Submissions analysed and considered	April 2025
Final Rule Amendment	Likely mid-2025

## Sending your submission

Before making your submission, please read the information provided in this document and the draft Amendment Rule.

Please include the following information in your submission:

- Your name, and title if applicable
- Your organisation's name if applicable
- Your email address

## **Complete our online form and have your say**

You can make a submission by using the online form available here: [nzta.govt.nz/consultations](https://nzta.govt.nz/consultations)

By email: [rules@nzta.govt.nz](mailto:rules@nzta.govt.nz)

The consultation closes 5pm Friday 4 April 2025.

All feedback will be considered before a decision is made by the Minister of Transport, with any Rule changes likely to be in place later this calendar year.

## **Your submission is public information**

Please note your submission may become publicly available. The NZTA may publish any information you submit and may identify you as the submitter should it publish your submission or provide it to a third party.

**Please clearly indicate if your comments are commercially sensitive or, if for some other reason, they should not be disclosed, or the reason why you should not be identified as the submitter.** Any request for non-disclosure will be considered in terms of the *Official Information Act 1982*.

We thank you in advance for your feedback on the Amendment Rule.