

World Forum for Harmonization of Vehicle Regulations

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Where in the World is New Zealand







Outline of New Zealand Structure

- 93,000 km of sealed roads, of which 11,000km are State highway and 82,000 km are local roads
- 11,000 km of State highway - 170km are classed as motorways
- estimated 38 billion vehicle kilometres travelled (VKt) in New Zealand - 50% of this is on State highway network.
- State Highway 1 south of Auckland is busiest carrying 200,000 vehicles per day

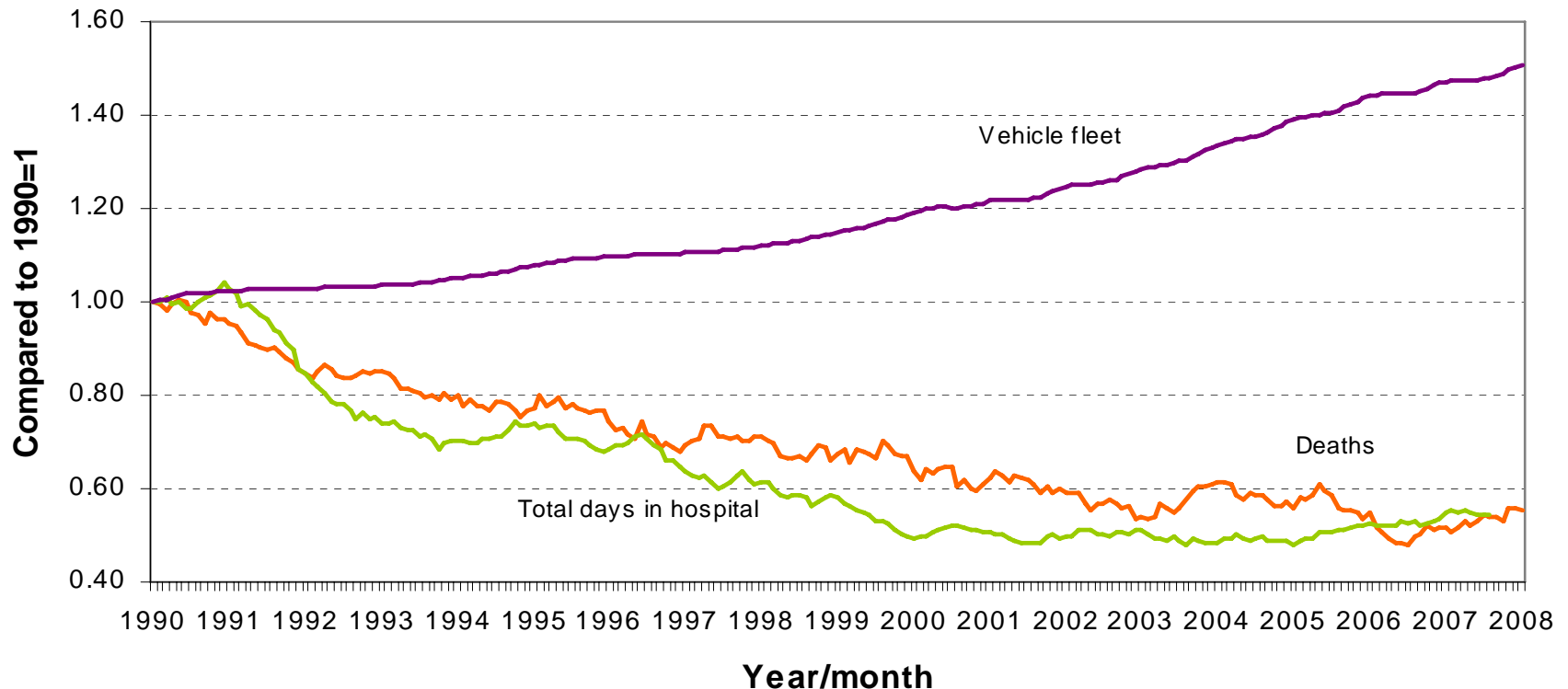
New Zealand structure (cont)

- 3,147,642 Licensed drivers
- 476,474 hold a motor cycle licence.
(some will have both)
- 3,704,870). Registered and licensed Motor Vehicles, which includes:
 - 18 123 mopeds
 - 57,048 motor cycles
 - 2,557,745 cars/vans/utes

(as at 30 May 2008)

New Zealand: Road Trauma overview 1990-2007

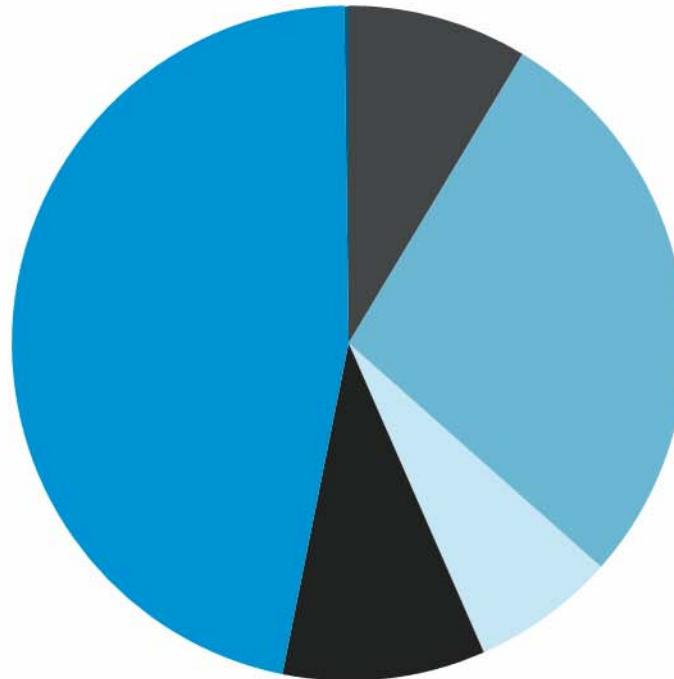
Road crash casualties and vehicle fleet compared to 1990



New Zealand Fleet

- **New Zealand does not have a vehicle manufacture or assembly industry**
- **New Zealand accepts all vehicles made to European, Japanese , Australian or United States standards**
- **The majority of imported vehicles entering the New Zealand fleet are used imports**

Origins of light vehicles entering the fleet in 2007



■ New Europe

■ New Asia

■ New Australia

■ New NZ

■ Used Europe

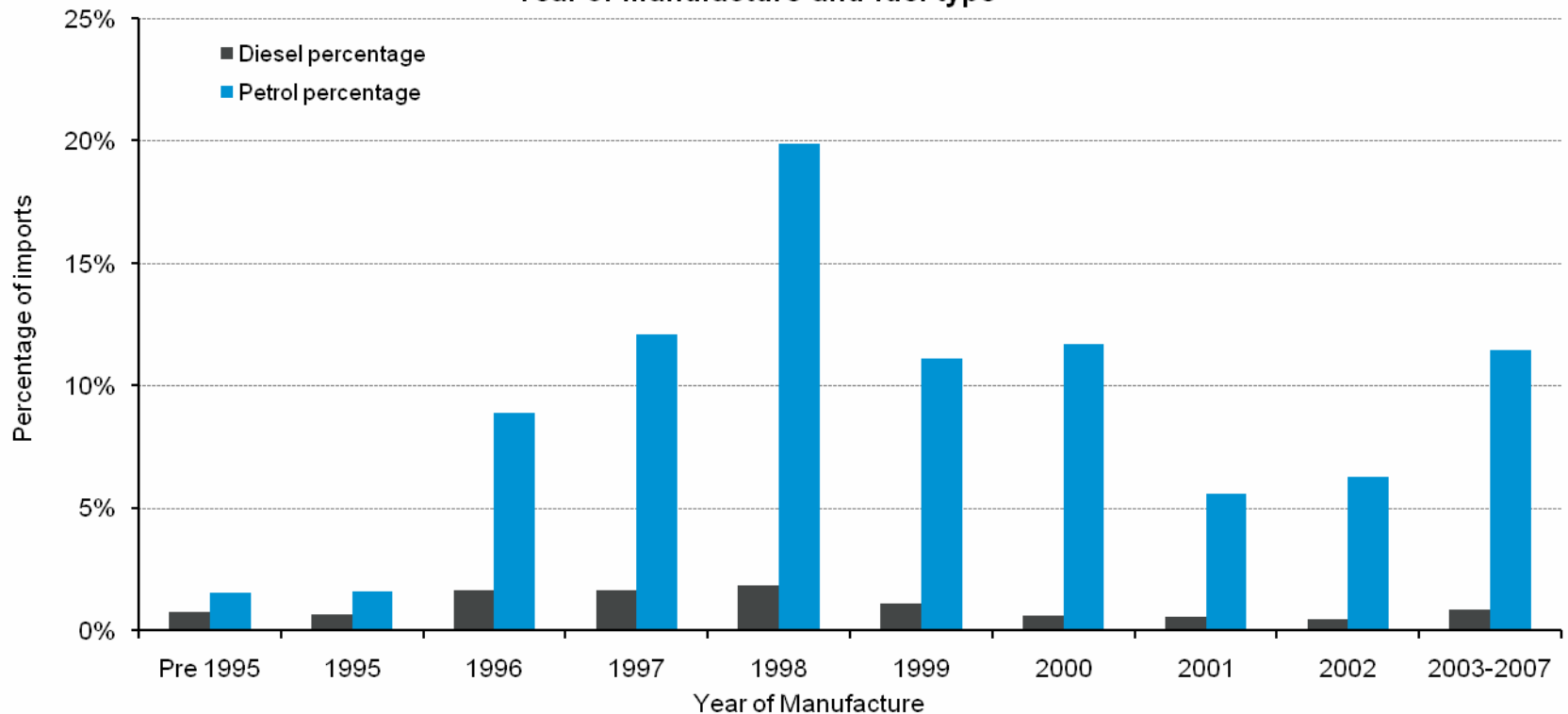
■ Used Asia

■ Used Australia

■ Used NZ

Used imports entering the light fleet in 2007 : Year of manufacture and fuel type

Figure 6.2b Used imports entering the light fleet in 2007 :
Year of manufacture and fuel type



New Zealand Fleet (cont)

- **New Zealand has been keen to improve the age and quality of the national fleet**
- **Looked at introducing an age ban on used imports**
- **Stayed with standards based approach**
- **Introduced specific standards:**
 - **Frontal impact standards**
 - **Emissions standards**
- **Standards are set out in Land Transport Rules**

Land Transport Rules as legislation

- **Transport Rules cover a wide range of areas, including:**
 - **Road use behaviour**
 - **Traffic control devices (traffic lights, signs, road marking, etc)**
 - **Setting of speed limits**
 - **Commercial transport licensing, including work and rest time**
 - **Vehicle standards**

Land Transport Rules – Vehicle Standards

- **Vehicle Standards Rules include:**
 - **vehicle equipment (includes exhaust noise)**
 - **frontal impact standards**
 - **emissions**
 - **vehicle repair**
 - **lighting**
 - **passenger vehicle construction**
 - **heavy vehicle brakes**

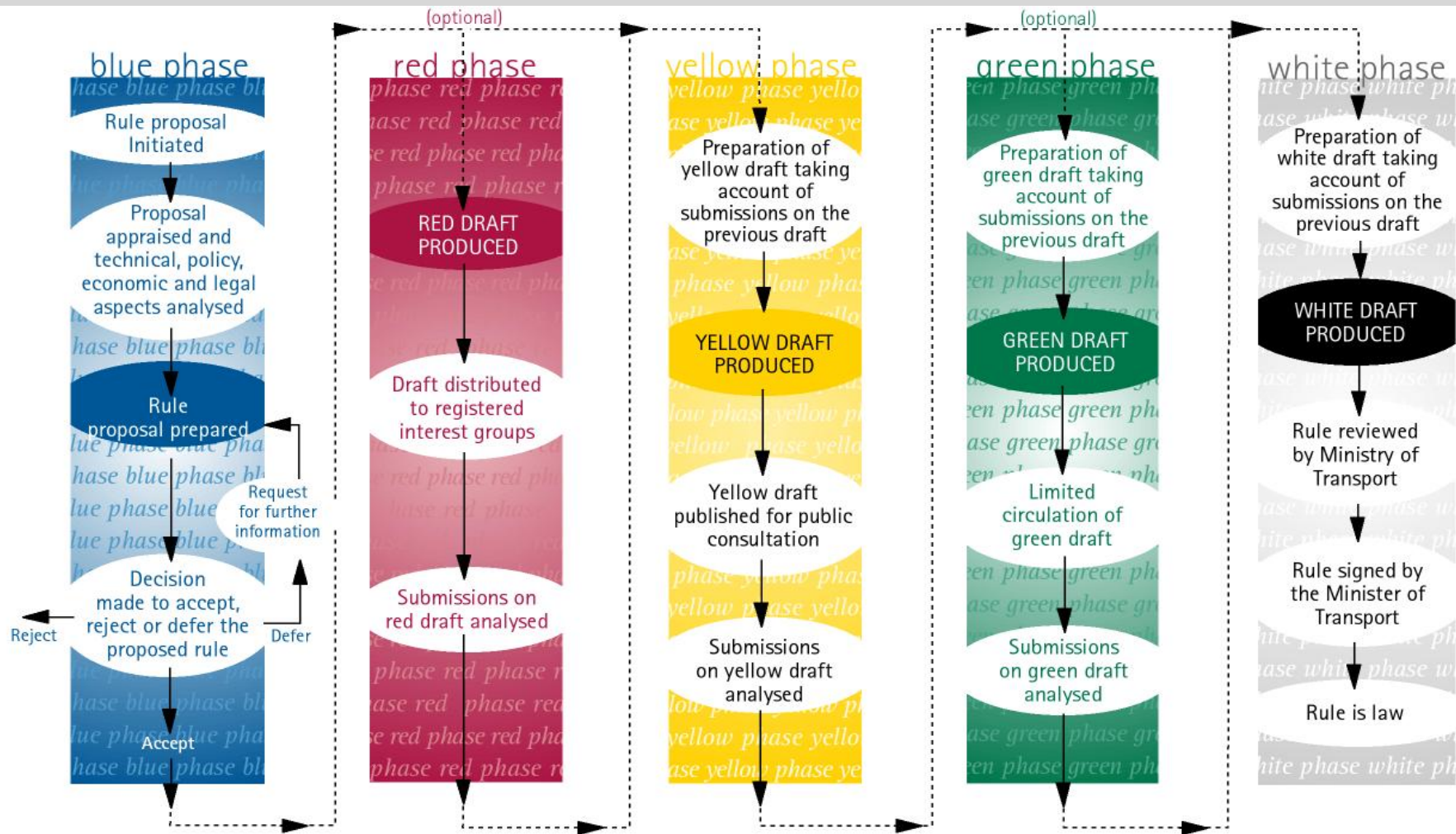
Land Transport Rules Vehicle Standards (Cont)

- **Land Transport Rules currently progressing**
 - **Vehicle Equipment Amendment**
 - **Immobilisers**
 - **noise**
 - **Fuel Consumption Information**
 - **Whole of Vehicle Marking (microdots)**

Land Transport Rules making process

- **Transport Rules are made by the Minister of Transport**
- **Transport Rules are deemed regulations with a similar legal status to that of regulations**
- **Currently, the making of Rules is delegated to the Minister for Transport Safety**
- **Ministry of Transport determines transport policy**
- **The development of Rules is done by Land Transport NZ, which drafts them in plain language to reach a wide audience and carries out consultation on behalf of the Minister**

Land Transport Rules Development Process



Key features of the Rules process

- **Cabinet approves annual Rules development programme**
- **MoT and Land Transport NZ work together on development of policy**
- **Working group of technical experts may be set up to advise on the rule's development, and a consultation paper sent out for comment by interested groups**
- **Land Transport NZ drafts Rule and manages consultation**
- **Rule redrafted following consultation for MoT and Regulations Review Committee scrutiny**

Land Transport Rules Development (cont)e

- **Making Land Transport Rules can take from 8 months to 3 years**
- **A few years back that would have been from 18 months to 5 + years**
 - **Fast track rules - Technical /minor changes**
 - **Amendment Rules – revising existing Rules**
 - **New Land Transport Rules**

Often the delay is process driven

Matters to be taken into account by the Minister

- **The nature of the proposed activity or service for which the Rule is being made**
- **The level of risk existing to land transport safety, and the need to maintain and improve land transport safety and security**
- **The costs of implementing measures proposed in the Rule**
- **The international circumstances in respect of land transport safety; a rule must not be inconsistent with New Zealand's international obligations**

Matters to be taken into account by the Minister

- **Whether the proposed Rule:**
 - **assists economic development**
 - **improves access and mobility**
 - **protects and promotes public health**
 - **ensures environmental sustainability.**

Key features of the Rules process

- **Following noting by Cabinet, Minister signs the Rule into law**
- **Rule becomes law 28 days after gazetting or on date specified in rule.**
- **In the main, Rules will provide for a reasonable lead in time**
- **Final Rules subject to disallowance**

Proposed Rule changes

- **There has been a keenness by governments to improve the Rule making process**
- **Rule making takes too long**
- **Not able to respond immediately to change**
- **Ministers and industry get frustrated**

Proposed Rule changes (cont)

- **Provide greater flexibility to the consultative process**
- **Provide greater flexibility to notification requirements**
- **Include additional urgent Rule making power**
- **Continue to improve administrative process**
 - **(Fast technical & minor changes)**

Conclusion

- **The New Zealand Land Transport Rules development process has become more efficient over recent years**
- **Rule development process accepted by the industry**
- **Politicians would like to be able to make changes quicker**
- **Changes proposed will meet that expectation**

Thank you

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