World Forum for Harmonization of Vehicle Regulations
24 – 27 June 2008
Where in the World is New Zealand

World Harmonisation of Global Standards (WP29) – June 2008
Outline of New Zealand Structure

- 93,000 km of sealed roads, of which 11,000 km are State highway and 82,000 km are local roads

- 11,000 km of State highway - 170 km 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

World Harmonisation of Global Standards (WP29) – June 2008
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
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

- Diesel percentage
- Petrol percentage

Percentage of imports

Year of Manufacture

- Pre 1995
- 1995
- 1996
- 1997
- 1998
- 1999
- 2000
- 2001
- 2002
- 2003-2007
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

World Harmonisation of Global Standards (WP29) – June 2008
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

World Harmonisation of Global Standards (WP29) – June 2008
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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