

Proactive Release

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Some information has been withheld on the basis that it would not, if requested under the Official Information Act 1982 (OIA), be released. Where that is the case, the relevant section of the OIA has been noted and no public interest has been identified that would outweigh the reasons for withholding it.

Listed below are the most commonly used grounds from the OIA.

<u>Section</u>	<u>Description of ground</u>
6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
6(b)	as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> (i) the Government of any other country or any agency of such a Government; or (ii) any international organisation
6(c)	prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
9(2)(a)	to protect the privacy of natural persons
9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public
9(2)(ba)(ii)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
9(2)(f)(ii)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
9(2)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
9(2)(j)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)



3 September 2025

OC250772

Hon James Meager
Associate Minister of Transport

Action required by:
Wednesday, 10 September 2025

APPROACH TO REVIEW OF WARRANT OF FITNESS AND CERTIFICATE OF FITNESS A FOR LIGHT VEHICLES

Purpose

To update you on the review of Warrant of Fitness (WoF) and Certificate of Fitness A (CoF A) settings (the review) and confirm your comfort with the direction of travel.

Key points

- Officials have begun work on your commitment to review WoF and CoF A settings and identified a long list of potential changes for assessment against selected criteria. Potential changes to frequency requirements range from the straightforward and substantive (e.g. increases in the time between inspections) to more long-term transformative (e.g. distance-based inspection requirements).
- The criteria we have developed for assessing options include consideration of ease of implementation. This focus is likely to mean our recommended change(s) to frequency requirements will not include fundamental shifts away from the current periodic approach. We are seeking your agreement to the criteria and resulting focus on options that deliver benefits in the short term.
- We will meet with you to discuss this briefing at weekly officials on Wednesday, 10 September 2025, ahead of providing a recommendation on changes for public consultation in October 2025.

Recommendations

We recommend you:

- 1 **agree** to the following assessment criteria:
 - Improves safety outcomes
 - Reduces regulatory compliance costs Yes / No
 - Ease of implementation and ongoing management
 - Supports system-level efficiency and coherence
 - Delivers fair and equitable social outcomes

- 2 **agree** that the next stage of the review focus on changes to frequency that can be implemented in this term of government Yes / No

- 3 **note** this option does not preclude considering more fundamental, transformative changes in the future or signalling future changes as part of public consultation. Yes / No

- 4 **refer** this briefing to Hon Chris Bishop, Minister of Transport. Yes / No

s 9(2)(a)



Katrina Quickenden
Manager, Regulatory Reform
 3/09/2025

Hon James Meager
Associate Minister of Transport
 / /

- Minister's office to complete:**
- Approved Declined
 - Seen by Minister Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Keegan Taylor, Principal Advisor, Regulatory Reform	s 9(2)(a)	✓
Katrina Quickenden, Manager, Regulatory Reform	s 9(2)(a)	

UPDATE ON WARRANT OF FITNESS AND CERTIFICATE OF FITNESS A FOR LIGHT VEHICLES REVIEW

Officials have begun work on your commitment to review WoF and CoF A settings...

- 1 In June 2025, Cabinet agreed to the Land Transport Rules Reform Programme [ECO-25-MIN-0083 refers]. This programme includes a review of WoF and CoF A requirements for light vehicles, with consultation on a proposed rule change expected in October 2025. This review has been delegated to you, and you have agreed for the consultation in October to focus on a preferred option [Briefing OC250303 refers].
- 2 This review gives effect to the following public commitments:
 - 2.1 Government Policy Statement on Land Transport 2024: *“Review the vehicle regulatory system to (among other objectives) enable better management of the safety performance of the vehicle fleet, reduce regulatory burdens, and ensure our domestic rules are fit for purpose.”*
 - 2.2 Road Safety Objectives 2024: *“Investigate our warrant of fitness and certificate of fitness systems to ensure that they more effectively and efficiently target risk and are fit for purpose for the vehicle being tested.”*
- 3 Current inspection requirements group light vehicles into two groups. Together these requirements are estimated to cost approximately \$170 million per annum in direct inspection costs.

Inspection	Vehicles	Frequency	2024 in-service certifications issued
Warrant of Fitness	All light vehicles not in scope of the Certificate of Fitness A including motorcycles and trailers.	<ul style="list-style-type: none"> • First inspection at three years • 12-months for vehicle manufactured after 1 January 2000 • 6-months for vehicle manufactured before 1 January 2000 • 12-months for vehicles over forty years old 	2,636,627
Certificate of Fitness A	Light passenger vehicles used in passenger services e.g., taxis, rideshare, and rental vehicles.	<ul style="list-style-type: none"> • First inspection at 12 months followed by inspection every six months 	105,622

- 4 In 2023, vehicle related contributing factors (e.g. tyre defects) were identified in 3.7% of fatal crashes. These proportions are much lower than for speeding or alcohol and/or drugs that were contributing factors in 30.6% and 53.9% of fatal crashes, respectively.
- 5 WoF non-compliance is estimated to be between 13-16%, and between 2014 and 2024, and 21.6% of crashes with vehicle related contributing factors did not have a valid WoF.

- 6 Officials have carried out policy work to develop our understanding of the core problem definition, and its root causes and effects, and have identified a set of project objectives and assessment criteria. This work has included assessing the current inspection requirements, discussing their strengths and weaknesses with key stakeholders, and undertaking a review of other jurisdictions’ requirements. An overview of this work is attached in Annex 1.

...and identified a long list of potential changes for assessment against selected criteria

- 7 We have now identified a long list of potential changes that could be made to inspection frequency requirements and the scope of vehicle features checked during inspections, as core parts of the current regime. Alongside these options, we have identified a range of supporting regulatory and non-regulatory measures that could enhance or complement the core reforms. An overview of the long list of options is available in Annex 1.
- 8 Officials are now carrying out a multi-criteria assessment of the options using the following criteria listed below to identify the preferred changes and meet the requirements for changing a rule set out in Section 164(2) of the Land Transport Act 1998:

Criterion	Description
Improves safety outcomes	The likely effect on road safety outcomes, including the detection and deterrence of unsafe vehicles.
Reduces regulatory compliance costs	The cost and burden for regulated parties (e.g., time, fees, administrative effort).
Ease of implementation and ongoing management	The practicality of rollout, administrative demands, and long-term sustainability of the system.
Supports system-level efficiency and coherence	The effect on the overall functioning of the transport regulatory system, including efficiency, clarity, and alignment with wider system needs (e.g., fleet renewal, integration with other regimes).
Delivers fair and equitable social outcomes	The distribution of impacts across different user groups and regions, including access, affordability, and unintended consequences for vulnerable users.

- 9 We seek your agreement to the assessment criteria as confirmation that they aligns with the Government’s objectives for the review outlined in the Government Policy Statement on Land Transport 2024 and the Road Safety Objectives 2024.

Our recommended changes are likely to build on the current system

- 10 We expect our final recommended option(s) will focus on changes to the current time-based system as these substantive changes can be made quickly but are still likely to deliver the desired benefits. More fundamental changes could be considered later.

- 11 The longlist of options also includes more fundamental changes, which would take several years to deliver benefits. For example, while a distance-based inspection system is promising and popular with several key stakeholders, changes would need to align with decisions on the fleetwide transition to Road User Charges that the Government will be considering in 2027. Aligning any changes would enable inspection requirements to leverage infrastructure and compliance efforts being made as part of the transition.

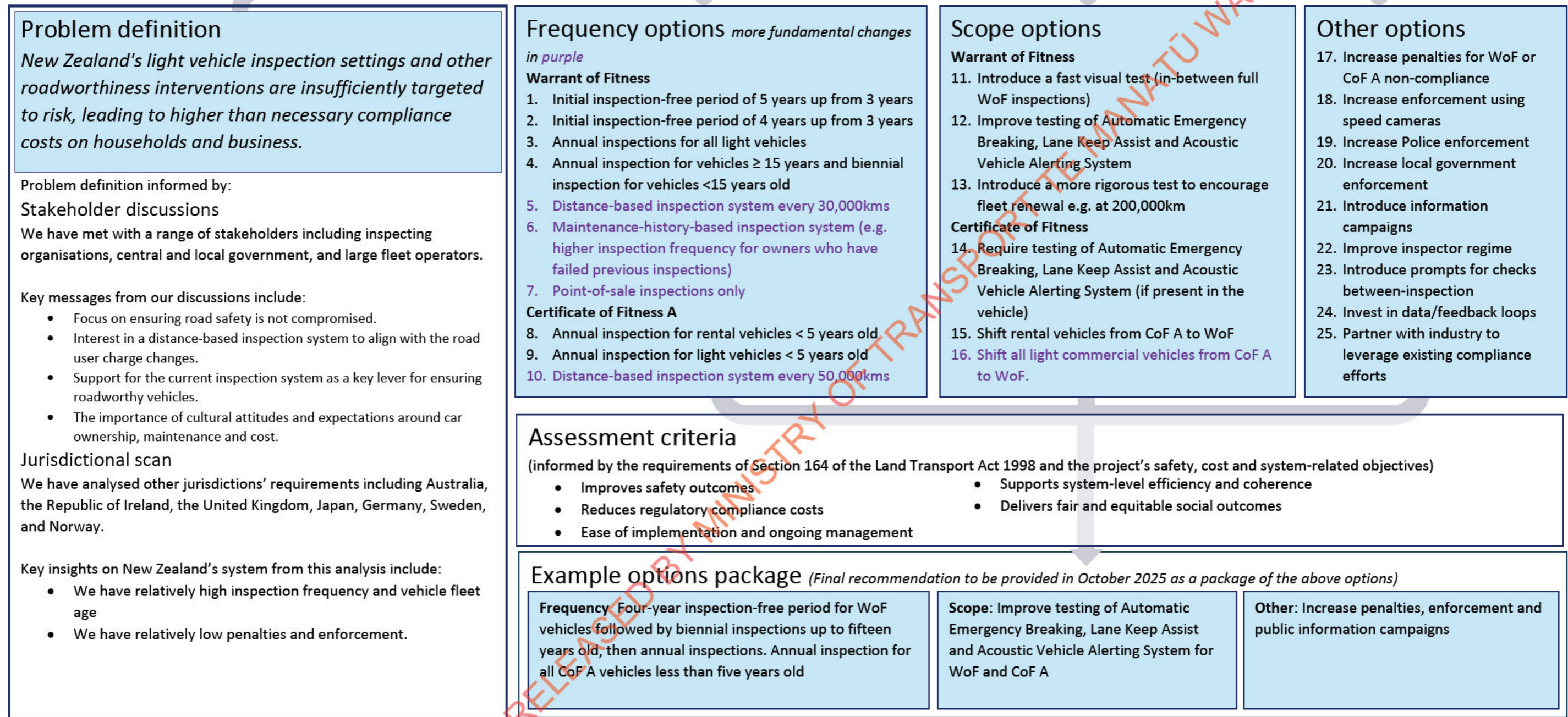
- 12 We recommend you agree that the next stage of the review focus on options that are likely to deliver substantive benefits in the short term. Nonetheless, the long list of options includes a broad range of regulatory and non-regulatory settings. Some of these options will take time to implement (e.g. improvements in digital infrastructure), but achieving the reviews objectives will likely require a package of options working in tandem.

Next steps

- 13 We will meet with you at the weekly agency meeting on Wednesday, 10 September 2025 to discuss this briefing. Your feedback will guide our assessment of the long list of options and inform the final advice we provide to you in October 2025 to commence public consultation.

PROACTIVELY RELEASED BY MINISTRY OF TRANSPORT TE MANATU WAKA

ANNEX 1: OVERVIEW OF THE REVIEW OF WARRANT OF FITNESS AND CERTIFICATE OF FITNESS A FOR LIGHT VEHICLES



PROACTIVELY RELEASED BY MINISTRY OF TRANSPORT TE MANATŪ WAKA