

OC250656

12 August 2025

Tēnā koe [REDACTED],

I refer to your email dated 18 July 2025, requesting the following under the Official Information Act 1982 (the Act):

“the following Cabinet papers, under the OIA:

- *Ministerial Response to the Petition of Hon Julie Anne Genter – 12 May 2025*
- *Land Transport (Clean Vehicle Standard) Amendment Regulations 2025 – 19 May 2025*
- *Land Transport Rules Reform Programme – 9 June 2025*
- *Public Works (Critical Infrastructure) Amendment Bill: Policy Changes for Departmental Report – 30 June 2025”*

On 23 July 2025, the Ministry of Transport (the Ministry) partially transferred your request for a copy of the Cabinet paper titled *“Public Works (Critical Infrastructure) Amendment Bill: Policy Changes for Departmental Report – 30 June 2025”* to Toitū Te Whenua Land Information New Zealand.

I am responding to the remainder of your request for:

“the following Cabinet papers, under the OIA:

- *Ministerial Response to the Petition of Hon Julie Anne Genter – 12 May 2025*
- *Land Transport (Clean Vehicle Standard) Amendment Regulations 2025 – 19 May 2025*
- *Land Transport Rules Reform Programme – 9 June 2025”*

Three documents fall within the scope of your request and are enclosed. I am refusing part of your request under section 18(d) of the Act, as some of the information in scope of your request is publicly available. The documents are listed in the document schedule attached as Annex 1.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman’s website www.ombudsman.parliament.nz

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry's website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Hilary Penman
Manager, Ministerial & Executive Services

Annex 1: Document Schedule

Doc #	Date	Title of Document	Decision on request
1	12/05/2025	Ministerial Response to the Petition of Hon Julie Anne Genter	Released with some information refused under section 18(d). The Minister's Response to Referral of Petition of Hon Julie Anne Genter is available here: https://bills.parliament.nz/v/4/87adc042-e880-4e3b-60f0-08dd93f4973b
2	19/05/2025	Land Transport (Clean Vehicle Standard) Amendment Regulations	Released in full.
3	09/06/2025	Land Transport Rules Reform Programme	Released in full.

Office of the Minister of Transport

Cabinet Legislation Committee

Minister's Response to the Petition of Hon Julie Anne Genter: Safe streets

Proposal

- 1 This paper seeks approval of the Minister of Transport's response to the Petition of Hon Julie Anne Genter: Safe streets.

Background

- 2 The Petitions Committee referred this petition under Standing Order 380 to the Minister of Transport for a response by 13 May 2025. The petition urges the Minister to keep permanent speed limit changes outside schools, continue the Land Transport Rule: Setting of Speed Limits 2022 (the 2022 Rule) requirements for Road Controlling Authorities to set speed limits on local roads, and stop the reversals to speed limit changes made since 1 January 2020. It notes that 4620 people have signed a similar online petition.
- 3 The Land Transport Rule: Setting of Speed Limits 2024 (the 2024 Rule) revokes and replaces the 2022 Rule. The 2024 Rule sets out new processes for setting speed limits and reverses speed limits on certain types of roads that were introduced since 1 January 2020. The 2024 Rule also requires variable speed limits to be put in place on roads outside school gates by 1 July 2026. The variable speed limits outside schools will be in place during school travel times (at drop-off and pick-up times).
- 4 The 2024 Rule reversal provisions require speed limits on rural and interregional connector sections of state highways lowered since 1 January 2020 to reverse by 1 July 2025, unless New Zealand Transport Agency (NZTA) can show that there is public acceptance of these lower speed limits. Lower speed limits on urban connectors and transit corridors will also reverse. Permanent 30km/h speed limits on residential streets near schools will be reversed and replaced with variable speed limits outside school gates. Existing 30 km/h or 40 km/h variable speed limits can be retained, even where they cover an area wider than the outside of the school gates.

The proposed response

- 5 The draft response sets out the Government's approach to speed limits to balance safety with economic impacts and community views. The response declines the petition's call to effectively reinstate the 2022 Rule.
- 6 The response notes that the Government is committed to improving safety on New Zealand roads. The Government has outlined its priority actions for improving road safety in the Government Policy Statement on Land Transport 2024, and the Road Safety Objectives.

Timing of the Minister's response

- 7 The Minister's response must be presented to the House as a parliamentary paper by 13 May 2025.

Consultation

- 8 NZTA has been consulted on, and the Department of the Prime Minister and Cabinet informed of, this response.

Financial Implications

- 9 There are no financial implications arising from this paper.

Publicity

- 10 The Minister will present the response to the House as a parliamentary paper. There is no need to provide further publicity beyond the tabling of the response.

Proactive Release

- 11 This Cabinet paper (and associated minutes) will be released within 30 business days of final decisions being confirmed by Cabinet, subject to redactions as appropriate under the Official Information Act 1982.

Recommendations

The Minister of Transport recommends that the Cabinet Legislation Committee:

- 1 **note** that the Petitions Committee referred the Petition of Hon Julie Anne Genter: Safe streets to the Minister of Transport for a response;
- 2 **note** that the petition urges the Minister of Transport to keep permanent speed limit changes outside schools, continue the Land Transport Rule: Setting of Speed Limits 2022 allowing Councils to set speed limits on local roads, and stop the reversals to speed limit changes made since 1 January 2020;
- 3 **note** the submission of the Minister of Transport and his advice that the petition be declined;
- 4 **approve** the response, attached to this paper, to the Petition of Hon Julie Anne Genter: Safe streets;
- 5 **note** that the response must be presented to the House by 13 May 2025;
- 6 **invite** the Minister of Transport to present the response to the House in accordance with Standing Order 380; and
- 7 **invite** the Minister of Transport to write to the petitioner enclosing a copy of the response, after the response has been presented to the House.

Authorised for lodgement.

Hon Chris Bishop

Minister of Transport

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Attachment is refused under 18(d)

The 'Minister's Response to Referral of Petition of Hon Julie Anne Genter' is available here:

<https://bills.parliament.nz/v/4/87adc042-e880-4e3b-60f0-08dd93f4973b>

In Confidence

Office of the Minister of Transport

Cabinet Legislation Committee

LAND TRANSPORT (CLEAN VEHICLE STANDARD) AMENDMENT REGULATIONS 2025**Proposal**

- 1 This paper seeks authorisation for submission to the Executive Council of the Land Transport (Clean Vehicle Standard) Amendment Regulations 2025.

Policy

- 2 The Clean Vehicle Standard (the Standard) reduces CO₂ emissions and motoring costs through its annual CO₂ targets that progressively reduce. Vehicle importers are required to pay a penalty if they do not meet the targets across the vehicles they import or through the purchasing of credits from other importers.
- 3 The Standard applies to all light vehicles except motorcycles, trailers, mopeds, temporary imports, and those not needing entry certification. Exclusions include disability vehicles, motorsport, scratch-built, special interest vehicles, and vehicles over 40 years old.
- 4 In April 2024, the Cabinet Economic Policy Committee agreed that the Standard be moved to a cost-recovery model [ECO-24-MIN-0049 refers]. From 1 July 2025, this will be enabled by new sections inserted to the Land Transport Act 1998 by the Land Transport (Clean Vehicle Standard) Amendment Act 2024.
- 5 On 4 March 2025, the Cabinet Expenditure and Regulatory Review Committee agreed that a fee of \$19.53 (excluding GST) per vehicle be payable when a vehicle subject to the Standard is first registered in New Zealand, along with other matters to implement and enforce this fee [EXP-25-MIN-0006 refers].
- 6 The fee of \$19.53 (excluding GST) is calculated by spreading the forecast cost of administering the Standard (\$5.46 million for FY 2025/2026) across an average of 279,600 vehicles imported annually into New Zealand between 2015 and 2024.
- 7 The Land Transport (Clean Vehicle Standard) Amendment Regulations 2025 (the Regulations) implement cost recovery for the Standard, in line with these decisions. The Regulations amend the Land Transport (Clean Vehicle Standard) Regulations 2022 to specify that:
 - 7.1 An applicant for registration for a vehicle subject to the Standard, that has not previously been registered, must pay a fee of \$19.53 (excluding GST),

- 7.2 The applicant must pay the fee when they pay the fee for registration of the vehicle,
- 7.3 The New Zealand Transport Agency Waka Kotahi (the Agency) may impose an additional reasonable charge on the applicant in connection with the administration of payment of the fee,
- 7.4 The Director of the Agency (the Director) may waive or refund the fee if the Director is satisfied that a person has paid the fee in error or there are special circumstances applicable to the case,
- 7.5 The Director may decline to process a person's registration application until they have paid the fee for which they are liable and any associated administration charge, and
- 7.6 The Director may recover an unpaid fee and any associated administration charge as a debt due to the Crown.

Timing and 28-day rule

- 8 The Regulations will commence on 1 July 2025, in compliance with the 28-day rule.

Compliance

- 9 The Regulations comply with:
 - 9.1 the principles of the Treaty of Waitangi;
 - 9.2 advice from the Treaty Provisions Officials Group on any Treaty of Waitangi provisions (advice was not sought as there were no relevant provisions);
 - 9.3 the rights and freedoms contained in the New Zealand Bill of Rights Act 1990 or the Human Rights Act 1993;
 - 9.4 the principles and guidelines set out in the Privacy Act 2020;
 - 9.5 relevant international standards and obligations;
 - 9.6 the Legislation Guidelines (2021 edition), which are maintained by the Legislation Design and Advisory Committee.
- 10 No statutory prerequisites apply to the making of the Regulations.

Regulations Review Committee

- 11 We have not identified any grounds for the Regulations Review Committee to draw the Regulations to the attention of the House of Representatives.

Certification by Parliamentary Counsel

- 12 The Regulations were certified by the Parliamentary Counsel Office as being in order for submission to Cabinet.

Impact Analysis

- 13 A Stage 2 Cost Recovery Impact Assessment was prepared in accordance with the necessary requirements and was submitted at the time that Cabinet approval was sought of the policy relating to the Regulations [EXP-25-SUB-0006 refers].

Publicity

- 14 The new Standard cost recovery fee will be publicised once the Regulations are gazetted in mid-2025. The Agency will be communicating how and when the fee will be paid via:
- 14.1 A report published on the Clean Car Standard consultation page on the Agency website,
 - 14.2 Media release,
 - 14.3 Frequently asked questions for media and the Agency contact centre,
 - 14.4 Emails to Land Transport Rules subscribers and Standard account holders,
 - 14.5 Item in the Agency Vehicle Trader News e-newsletter,
 - 14.6 Update to Registration Agents e.g. AA, VTNZ, and
 - 14.7 Website update on 1 July 2025 when fees take effect.

Proactive release

- 15 This Cabinet paper and its corresponding minute will be proactively released within 30 business days of final decisions being taken by Cabinet, subject to redaction as appropriate under the Official Information Act 1982.

Consultation

- 16 Public consultation on this proposal ran from 19 November to 10 December 2024 [EXP-25-SUB-0006 refers].
- 17 The Controller and Auditor-General's good practice guide on setting and administering fees and levies for cost recovery was consulted.
- 18 The Treasury, the Ministry for the Environment, the Ministry of Foreign Affairs and Trade, the Agency, the Ministry for Regulation, the Ministry of Business, Innovation and Employment, and the Parliamentary Counsel Office were consulted on this Cabinet paper and the Regulations. The Department of the Prime Minister and Cabinet was informed.

Recommendations

I recommend that the Cabinet Legislation Committee:

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- 1 **note** that on 4 March 2025, the Cabinet Expenditure and Regulatory Review Committee agreed that a fee of \$19.53 (excluding GST) per vehicle be payable when a vehicle subject to the Standard is first registered in New Zealand, along with other matters to implement and enforce this fee [EXP-25-MIN-0006 refers];
- 2 **note** that the Land Transport (Clean Vehicle Standard) Amendment Regulations 2025 will give effect to the decision referred to in paragraph 1 above;
- 3 **authorise** the submission to the Executive Council of the Land Transport (Clean Vehicle Standard) Amendment Regulations 2025;
- 4 **note** that the Land Transport (Clean Vehicle Standard) Amendment Regulations 2025 come into force on 1 July 2025.

Authorised for lodgement

Hon Chris Bishop

Minister of Transport

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Office of the Minister of Transport

Cabinet Economic Policy Committee

Land Transport Rules Reform Programme**Proposal**

- 1 This paper seeks agreement to:
 - a programme of work to reform land transport rules
 - give authority to approve consultation for each rule to the Minister of Transport and Associate Minister of Transport, respectively.

Relation to government priorities

- 2 This delivers on commitments in the Government Policy Statement on Land Transport 2024 and the Road Safety Objectives document to:
 - review the vehicle regulatory system to improve safety, reduce regulatory burden, and ensure our domestic rules are fit for purpose
 - investigate our warrant of fitness system to more effectively and efficiently target risk
 - investigate new safety requirements for vehicles entering the fleet.

Executive Summary

- 3 The Ministry of Transport and New Zealand Transport Agency (NZTA) are undertaking a review of land transport rules (rules) to reduce compliance costs and regulatory burden.
- 4 There are seven workstreams being progressed as a rolling series of consultation and rule changes over the next 18 months:
 1. Reducing the frequency of vintage/veteran and privately-owned heavy motorhome Warrant of Fitness (WOF) and Certificate of Fitness (COF) inspections (public consultation complete)
 2. Considering additional safety requirements for vehicle imports (delegated to the Associate Minister of Transport)

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3. Reviewing WOF/COF frequency and inspection requirements for light vehicles (delegated to the Associate Minister of Transport)
 4. Simplifying heavy vehicle driver licencing, weight thresholds, and freight permitting
 5. Enabling a digital driver licence, digital documents, and e-servicing
 6. Improving lane use and use of traffic control devices, and minor system improvements
 7. Overhauling the vehicle regulatory system.
- 5 Consultation has already occurred on Workstream 1 (vintage/veteran and privately-owned heavy motorhome WOFs/COFs).
- 6 To enable the remaining rule reforms to progress efficiently, rather than returning to Cabinet for approval before each round of public consultation, I seek delegation from Cabinet for the consultation materials as they are drafted over the next 18 months to be approved by:
- 6.1 The Minister of Transport, for Workstreams 4-7, and
 - 6.2 The Associate Minister of Transport, for Workstreams 2 and 3.
- 7 The consultation materials would need to be broadly consistent with the policy direction set out in this paper. If, following consultation, we intend to make changes that are significant or controversial, we will bring those proposals to Cabinet for agreement.

Background

- 8 The Government Policy Statement on land transport (GPS) includes a commitment to review the vehicle regulatory system to enable better management of the safety performance of the vehicle fleet, reduce regulatory burden, and ensure our domestic rules are fit for purpose.
- 9 In the current land transport regulatory system, updating rules and other system settings is time consuming and complex. This leads to a system that is slow to adapt to changing technology, a substantial administrative burden to keep rules up to date or operate under out-of-date rules, and frustration and uncertainty among stakeholders.
- 10 To address this, I have developed a work programme with the following objectives:
- **Improve consumer choice in the vehicle market:** for example, by reducing unnecessary vehicle import requirements
 - **Reduce regulatory compliance costs:** for example, by removing unnecessary WOF and COF inspections and increasing inspection effectiveness/efficiency

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- **Digitise and modernise government services:** for example, by enabling digital alternatives to stickers for WOF/COF inspections and a digital driver licence
- **Increase freight productivity:** for example, by enabling larger trucks on certain routes without needing to seek permits
- **Improve the safety and quality of our vehicle fleet over time:** for example, by considering mandating certain safety features in new vehicle imports.

11 The work programme has been informed by engagement by the Ministry of Transport and NZTA with a range of vehicle sector stakeholders to better understand the transport sector's concerns and priorities for reform. Stakeholder feedback on the programme so far has been broadly supportive, while encouraging speed where possible.

12 **Annex One** maps my objectives and workstreams to existing problems and opportunities.

I seek agreement to progress the proposals to possible public consultation

13 The Minister of Transport may amend rules, generally following public consultation. I seek delegation of authority to:

- The Minister of Transport to approve consultation material on Workstreams 4-7, and
- The Associate Minister of Transport to approve consultation material on Workstreams 2 and 3, which I have delegated to him.

14 This is on the basis that:

- Most of the topics have general support or are uncontentious (with exceptions noted in the section below on Workstream 3 – paragraph 24)
- This paper outlines the general policy direction of this work for Cabinet's consideration
- Regulatory impact analysis will be carried out for each workstream (where applicable).

15 If, following consultation, we intend to make changes that are significant or controversial, we will bring those proposals to Cabinet for further discussion.

16 Consultation has already occurred on reducing the frequency of vintage/veteran and privately-owned heavy motorhome WOF and COF inspections (Workstream 1), with 98% of submitters supporting the changes for vintage/veteran vehicles and 89% supporting the proposals for privately-owned heavy motorhomes. I expect further advice on the rule change in June 2025.

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- 17 The sections below outline the high-level policy direction for each of the remaining workstreams. A more detailed table of the scope and timeframes for each workstream is included in **Annex Two**.

Workstream 2: Considering additional safety requirements for vehicle imports

- 18 New Zealand's vehicle fleet is older on average than many other developed countries, and it can take longer for new features to become common. We are a significant importer of used vehicles, which is relatively rare for a developed country – used vehicles were about forty per cent of our imports in 2023-24. Once here, vehicles stay on the road to the average age of 20 years.
- 19 In recent years, our major vehicle source markets have mandated a range of safety features – for example, autonomous emergency braking. Our regulations have lagged behind, creating a risk that we could become a target market for vehicles without these features.
- 20 The Associate Minister of Transport is considering mandating a range of safety features for vehicles entering our fleet. The goal is to improve the quality and safety of our fleet over time, while minimising any effect on vehicle prices by implementing the changes at a time when most vehicles are likely to already have the features.
- 21 Industry stakeholders have expressed general support for mandating safety features, while highlighting the need for further consultation to ensure implementation timeframes are workable and address information gaps.

Workstream 3: Reviewing WOF/COF frequency and inspection requirements for light vehicles

- 22 New Zealand's vehicle inspection system is not as effectively targeted to risk as it could be. We check some things too often and other high-risk issues insufficiently or not at all. New Zealand has one of the most frequent inspection programmes in the world, and it is not clear if this is delivering sufficient safety benefits to justify the costs imposed. Reviewing inspection frequency while improving testing could make the system more fit-for-purpose and lower some compliance costs.
- 23 Building on the strong support for reducing WOF/COF frequency for vintage/veteran vehicles and privately-owned heavy motorhomes, it is timely to review the WOF/COF settings for all light vehicles. This includes personal cars and motorbikes as well as light commercial vehicles like taxis and rental cars.
- 24 Any proposal to reduce WOF/COF frequency is likely to be contentious with the vehicle inspection industry, and other stakeholders concerned about safety, as was experienced during consultation on the current requirements (set in 2014). NZTA monitoring following the previous changes showed a small increase in deaths and serious injuries where vehicle faults were recorded as a contributing factor, though it is difficult to confidently attribute this to the regulatory changes.

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- 25 This previous experience highlights that the key will be striking a balance between reducing cost and inconvenience for vehicle owners, and road safety outcomes. It may be possible to somewhat mitigate the risk of negative effects on safety by improving the effectiveness of inspections and better targeting them to risk.

Workstream 4: Simplifying heavy vehicle driver licencing, weight thresholds, and freight permitting

- 26 I aim to remove unnecessary heavy vehicle driver licence classes, reduce wait times and make it easier for commercial drivers to progress through licensing classes, as well as simplify and remove some technical requirements.
- 27 This workstream looks to enable Class 1 licence holders to drive heavier vehicles (and tow fully laden light trailers) without requiring a Class 2 licence. This reflects that the risk of slightly heavier vehicles and towing combinations has been offset by advances in vehicle technology like antilock braking systems, electronic stability control and trailer sway control. Changes to these settings could also better enable low/zero-emission heavy vehicles.
- 28 We have a prescriptive and overly burdensome approach to regulating heavy and special vehicles. This particularly relates to the permitting of heavy trucks, which may be able to be removed entirely. There are numerous rules that deliver little benefit and impose an unnecessary cost on the sector. This includes the requirement to affix 'H plates' to what are now commonly-used heavy vehicles.
- 29 My work programme also includes a review of the Vehicle Dimension and Mass Rule, which sets dimension and mass limits to enable vehicles, in particular, heavy truck and trailer combinations, to be operated safely on New Zealand's roads. However, the complexity of assessing the road maintenance issues associated with greater vehicle weights and alternative configurations means that significant research is required to understand the costs and benefits of any changes and inform policy decisions. For this reason, I do not anticipate public consultation within the 18-month timeframe that is the focus of this paper.

Workstream 5: Enabling a digital driver licence, digital documents, and e-servicing

- 30 Too much of our transport regulatory system relies on physical mail, stickers, licences, and other paperwork. This is unnecessary, inconvenient for the public, and a significant cost to businesses. I have heard from some companies that they receive up to 150 letters a day from government, with each one needing to be physically signed, witnessed, and sent back. Over the year to March 2025, NZTA sent out 14 million letters, reminders and labels, at a cost of \$16.8 million (including printing costs).
- 31 The Associate Minister of Transport is already progressing primary legislative change to enable a digital driver licence, greater use of digital documents, and better e-servicing (CAB-25-MIN-0086 refers). In tandem, I will progress changes to rules and regulations to enable greater modernisation of these government services.

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- 32 These changes are likely to receive widespread support from the public and sector stakeholders.

Workstream 6: Improving lane use and use of traffic control devices, and minor system improvements

- 33 The previous government consulted on various changes to path and lane use. We are supportive of progressing and potentially consulting on a small number of these proposals, including:

- Enabling e-scooters to be ridden in bike lanes (currently they can only legally be ridden on footpaths and roads)
- Enabling children to ride bicycles on footpaths, which can have positive safety outcomes
- Requiring drivers to give way to buses exiting bus stops.

- 34 There is also a range of minor options being explored by the Ministry of Transport and NZTA to improve the way our transport system operates. This includes improvements to regulating traffic control devices (e.g. road signs and markings).

Workstream 7: Overhauling the vehicle regulatory system

- 35 There is a longer-term piece of work to overhaul the regulatory system, with a particular focus on entry requirements. New Zealand is a taker of vehicles and vehicle technology with limited influence over the vehicle manufacturing market. We generally seek to align our regulation with other jurisdictions. However, our rules and requirements have not kept up with changes in the international automotive industry, and are overly prescriptive and slow to update.

- 36 We will look to reduce complexity by considering how to harmonise our regulations with other jurisdictions, for example by adopting the same requirements and processes (e.g. type approval). This could have a large impact over time by reducing compliance costs and making it easier to import new vehicle types. This could improve consumer choice and heavy vehicle productivity.

- 37 This is a longer-term programme than the other workstreams listed here, but I plan an initial round of public consultation in May 2026.

Implementation

- 38 This paper proposes staged consultation on a range of possible regulatory changes. The implementation timeframes for the possible changes will be determined following public consultation. Some of the changes may require substantial implementation programmes, system changes, and associated funding decisions, which I would discuss with Cabinet when seeking agreement to final proposals.

Cost-of-living Implications

- 39 Any cost-of-living implications of the various possible changes will be assessed as the policies are developed, and considered as part of final decisions on progressing any changes to rules.

Financial Implications

- 40 Any financial implications of the various possible changes will be assessed as the policies are developed, and considered as part of final decisions on progressing any changes to rules.

Legislative Implications

- 41 Each of the proposals will require amendments to land transport rules (secondary legislation). There may also be amendments to land transport regulations if new offences and penalties are required. The legislative implications of the workstream on overhauling the vehicle regulatory system will depend on the scope and approach for that work, which are still being developed.
- 42 While the main focus is on rules changes, it is possible that the work programme will eventually also lead to changes to primary legislation that would bind the Crown.

Impact Analysis

Regulatory Impact Statement

- 43 There are no immediate regulatory proposals in this paper, and therefore Cabinet's impact analysis requirements do not apply to this paper. If amendments to land transport rules require Cabinet approval in future, regulatory impact statements will be prepared.

Climate Implications of Policy Assessment

- 44 Any climate change implications of the various possible changes will be assessed as the policies are developed, and considered as part of final decisions on progressing any changes to rules.

Population Implications

- 45 Any population implications of the various possible changes will be assessed as the policies are developed, and considered as part of final decisions on progressing any changes to rules.

Human Rights

- 46 Any human rights implications of the various possible changes will be assessed as the policies are developed, and considered as part of final decisions on progressing any changes to rules.

Use of external Resources

- 47 No external resources were used in policy development of the proposals.

Consultation

- 48 The Ministry of Transport and NZTA sought input from a range of stakeholder groups, and received general support for the work programme from the following:

- National Road Carriers Association (NRC)
- Heavy Haulage Association
- Imported Motor Vehicle Association (VIA)
- Ia Ara Transporting New Zealand (TNZ).

- 49 TNZ and the Heavy Haulage Association also provided detailed feedback about the scope and timing of specific work programme items. Multiple industry stakeholders also emphasised a desire for changes to be considered and implemented quickly where possible.

- 50 Officials have also consulted the New Zealand Police, the Ministry of Justice, the Department of Internal Affairs, the Ministry for Regulation, and the Treasury. The Department of the Prime Minister and Cabinet was also informed.

Communications

- 51 I will announce the high-level programme of work in a press release in the coming weeks.

Proactive Release

- 52 I will proactively release this paper within the standard 30-day period following Cabinet Decisions.

Recommendations

The Minister of Transport recommends that the Committee:

- 1 **agree** to the direction for the land transport rules reform programme laid out in this paper.
- 2 **note** that consultation has already occurred on reducing the frequency of vintage/veteran and privately-owned heavy motorhome Warrant of Fitness and Certificate of Fitness inspections.
- 3 **authorise** the Minister of Transport to approve, provided they are broadly consistent with the policy direction set out in this paper and its annexes, materials for public consultation on:
 - 3.1 Simplifying heavy vehicle driver licencing, weight thresholds, and freight permitting;
 - 3.2 Enabling the use of digital driver licences, digital documents, and e-servicing (in line with changes agreed by Cabinet in CAB-25-MIN-0086);
 - 3.3 Improving lane use and use of traffic control devices, and minor system improvements (previously consulted on as per DEV-19-MIN-0097); and
 - 3.4 Overhauling the vehicle regulatory system.
- 4 **authorise** the Associate Minister of Transport to approve, provided they are broadly consistent with the policy direction set out in this paper and its annexes, materials for public consultation on:
 - 4.1 Considering additional safety requirements for vehicle imports; and
 - 4.2 Reviewing Warrant of Fitness and Certificate of Fitness frequency and inspection requirements for light vehicles.

Authorised for lodgement.

Hon Chris Bishop

Minister of Transport

Annex One – Land transport regulatory system problems, objectives and workstreams

Problems and opportunities:

Objectives:

Workstreams:



Annex Two – Scope and timing for each workstream

The diagram below summarises each workstream and outlines the time between when consultation starts, and the rule is signed for each change.



Workstream	Included in scope	Expected timeframe
1) Reducing WOF/COF frequency for vintage/veteran vehicles and private heavy motorhomes	<ul style="list-style-type: none"> Reduce the frequency of WOF inspections for vintage/veteran light vehicles from 6 months to 1 year Reduce the frequency of COF inspections for private heavy motorhomes from 6 months to 1 year 	Consultation is complete Rule signed in August 2025
2) Considering further safety requirements for vehicle imports	<ul style="list-style-type: none"> Consider mandating additional safety features in vehicle imports, including possible phased introduction 	Tentative timeframes (TBC): Consultation in October 2025; Rule signed in May 2026
3) Reviewing WOF/COF frequency and inspection requirements for light vehicles	<ul style="list-style-type: none"> Review the frequency of light vehicle WOF inspections Review the scope of light vehicle WOF inspections Review the frequency of light commercial vehicle (taxi and car rental agency) COF inspections Consider transitioning light commercial vehicle COF inspections to (lower-cost) WOF inspections, and other COF weight threshold issues 	Consultation in October 2025 Rule signed in May 2026
4) Simplifying heavy vehicle driver licencing, weight thresholds, and freight permitting	<ul style="list-style-type: none"> Reform permitting requirements for 50MAX trucks Review requirement to display H plates Review restrictions on overweight and over-dimension vehicle movements Review and consider adjusting weight thresholds for Class 1 and Class 2 licences Consider licence class adjustments where the Director of Land Transport has issued an exemption Improve the heavy vehicle driver licencing pathway for immigrants Simplify heavy vehicle driver licencing, including: <ul style="list-style-type: none"> Simplifying the progression from Class 2-5 licences Reviewing the Accelerated Licensing Process Reviewing the requirements for special-type vehicle endorsements Standardising speed thresholds for tractors and special-type vehicles Simplifying the rules for tractors that can be driven on a Class 1 licence Considering automatic renewal of general licences for some endorsement holders. 	(Some changes previously consulted on, per DEV-19-MIN-0009) Consultation in October 2025 (freight permitting) and Feb 2026 (weight thresholds) Rules signed in May 2026, June 2026 Possible consultation on heavy and special vehicle driver licencing TBC
5) Enabling a digital driver licence, digital documents, and e-servicing	<ul style="list-style-type: none"> Enable a digital driver licence in addition to a physical licence Enable digital alternatives to WOF/COF/Rego stickers Better enable NZTA to collect, store, and electronically transmit regulatory notices Enable online theory tests and digital temporary licences Simplify identification requirements for NZTA customers 	Consultation in February 2026 Rule signed in June 2026
6) Improving lane use and use of traffic control devices, and minor system improvements	<ul style="list-style-type: none"> Enable e-scooters to use cycle lanes and children to ride bikes on footpaths Minimum overtaking gap for passing cyclists, horse riders, etc. Require vehicles to give way to busses exiting bus stops Various updates to traffic control devices and minor/technical changes 	(Some changes previously consulted on, per DEV-19-MIN-0097) Consultation in February 2026 Rule signed in June 2026
7) Overhauling the vehicle regulatory system	<ul style="list-style-type: none"> Simplify and refocus import requirements, e.g. streamlined recognition of overseas standards Explore adoption of type approval Systematic review and overhaul of the vehicle regulatory system to make it more adaptable, e.g. to new technologies Note the initial consultation proposed for May 2026 would be on the initial phase of the work, to be followed by further policy development	Initial consultation in May 2026 Initial rule signing, further policy work and further consultation TBC in 2027-2028