


OC230512

21 June 2023

Tēnā koe 

I refer to your request via FYI.org.nz dated 07 June 2023, requesting under the Official Information Act 1982 (the Act):

- the report or deliverables from the "investigations by December 2017 on the value of mandating the following safety standards or technology for vehicles entering the fleet".

One document falls in scope of your request. This document is a New Zealand Institute of Economic Research (NZIER) report to the Ministry of Transport received in October 2018, titled:

1. *Vehicle technologies and standards: a preliminary assessment for prioritization*

This report is on our website: transport.govt.nz/assets/Uploads/Report/NZIER-Vehicle-report.pdf

Accordingly, I am formally refusing your request for information under section 18(d) of the Act on the grounds that the information you have requested is publicly available.

Context for the report

NZIER was requested to conduct an initial assessment of the benefits and costs of six vehicle technologies and standards. The scope of the research was limited to a preliminary assessment of the benefits and costs, and its purpose was to inform prioritisation of potential future research. The research was not intended to directly lead to regulation and the results should not be treated as robust enough to justify regulatory changes (or as evidence against change, where the report suggests a feature may not be cost-beneficial).

NZIER identified significant information gaps in their research, making further research necessary before strong conclusions were reached. Gathering more evidence to fill the information gaps is the next step. We have already done this for some of the options, such as motorcycle anti-lock braking systems (ABS) and light vehicle low-speed automatic emergency braking (AEB), but not every feature or standard referenced in the report is of current active interest.

You may wish to note that further research found motorcycle ABS to be significantly more cost-beneficial than this report, and ABS is now mandatory in motorcycles. More information about this policy is available on our website: transport.govt.nz/area-of-interest/safety/anti-lock-braking-systems-for-motorcycles/

More generally, our assessment of the cost-benefits of reducing road trauma has changed materially since this report's analysis. Now, the social cost of road trauma is estimated to sit at \$13.349 million per death and \$1.315 million per serious injury. In contrast, Appendix B of the report lists these costs as \$4.179 million and \$0.776 million, respectively. These changes have had a material effect on associated vehicle safety requirement cost benefit analysis.

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In addition, as safety features become more common in overseas markets, the cost of these features typically goes down in New Zealand as they become increasingly available here. Cost estimates for some safety features analysed in the report will therefore have decreased since the report was published.

Your rights in relation to this response

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.

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

Nāku noa, nā



Helen White
Manager, Mobility and Safety
Te Manatū Waka Ministry of Transport